



Network December 2019

A networking tool for Activists and other interested parties

Editorial	1-2
Political Report – includes all Political Manifestos prior to Election Day.	2-8
From the Chair – More vigorous application of rules for motorcycle MOT standards	9
Salisbury motorcycle secure parking	9
December Notice Board	10
FEMA: Motorcyclists do care about the Environment. Romanian Motorcyclists defeat unfair environmental tax. Lisa from Sweden wants to ride but „the system“ won’t let her. Who owns my motorcycle data?	10-21
National Road Safety Conference – an afternoon with!	21-23
Bristol could become the UK’s first city to ban diesel vehicles	23-25
Study questions impact of 20mph schemes on public health	25-26
Press Releases from the Alliance of British Drivers – What have Politicians done for us and ULEZ revenue and benefits – not as expected.	26-29
Websites you may want to visit	29
Contacts	30-31

Acknowledgments:- George Legg, Selina Lavender, Lembit Opik, Colin Brown, Andy Carrott, Nick Hancock and anyone else I may have forgotten.

EDITORIAL

I’m going to keep this short as it’s a lengthier edition than normal this month.

This is partly due to the Political Report containing all party manifestos to help you make up your mind who you might like to vote for and an article under the FEMA publications entitled “Who owns my motorcycle data?” which I’ve included in its

entirety because, of necessity, it is long and the author, Wim Taal, is, as always, extremely thorough.

Well done to Salisbury MAG who've worked hard negotiating with the Council to get secure parking put into two city centre car parks.

That's all from me. January's will not be out on the 1st – for obvious reasons in that I will be having a jovial time, hopefully. Plus, I suspect, with the GE (I refuse to use the „e“ word!) and the fact its always a quiet time of the year when it comes to stuff relevant to riders, it might not be as big an edition as this one.

Have a great time, whatever you're doing and whoever you're with, AGxx

[For the January edition of Network please submit copy by the 25th December.
Subject heading: Network. To aine@mag-uk.org]

POLITICAL UNIT

Election Network Special

Motorcycling: where the parties stand

In this election special, MAG's Political Unit Colin Brown and Lembit Öpik summarise the key findings regarding where the main political parties stand in relation to their transport policies – a subset of which is obviously what would happen to petrol powered motorcycling under each of the main parties, if elected to Government on 12th December 2019.

At the end, you'll find other news, a round up of what's going on in the biking world, politically speaking.

We have given our assessment of each party in a précis in the Summary, based on the likely impact on Internal Combustion Engine (ICE) machines. This relates to the three key factors, as affirmed at every meeting of MAG's National Committee over the last three years, namely:

- Rights: *Freedoms to ride*
- Roads: *Access to all public road space*
- Respect: *From policy makers & enforcers*

Summary

In terms of the three measures outlined above, and accepting a degree of professional judgement in the assessment, here is what the evidence seems to indicate in terms of motorcyclists riding traditional petrol powered machines.

- 1 The DUP and the Brexit Party appear most supportive of motorcycling. Both seem to acknowledge the liberty element in terms of right to ride.

- 2 Of the leading UK parties, Conservatives have the longest timetable to eliminate ICE vehicles; they'll freeze fuel duty for now and will invest in the road network.
- 3 Labour and Liberal Democrats are both fairly aggressive in their timetable to ban ICE machines, with Labour supporting Vision Zero – the somewhat fundamentalist safety agenda - as well.
- 4 Welsh and Scottish nationalists are roughly comparable to Labour's position - in taking an avidly environmental and pro-cycling and walking line, without explicitly saying they'd eventually ban ICE bikes: but the inference is there that they'd do it by 2030.
- 5 The Green Party has the most aggressive timetable to eliminate ICE vehicles, with a specific commitment to encourage a transfer of motorcycle manufacture from larger, powerful machines to less powerful ones, while setting and enforcing noise and speed restrictions on higher powered machines. They also commit to actively increasing the cost of petrol, introducing many blanket 20mph urban and 40mph general speed limits on non-major rural roads, and restricting road access to powered vehicles.

The following list includes links to each of the manifestos and a brief indication of our understanding.

Brexit Party

[Manifesto Link](#) (referred to as Contract)

- Invest at least £50 billion in local road and rail schemes in our development-starved regions.

Conservatives

[Manifesto Link](#)

- £28.8 billion investment in strategic and local roads.
- £1 billion for fast-charging electric network so citizens are within 30 miles of a rapid electric vehicle charging station.
- Will consult on earliest date to phase out sale of new petrol and diesel cars.
- Support clean transport to ensure clean air, plus stricter air quality regulations.
- Launch 'biggest ever' pothole-filling programme as National Infrastructure, and reduce recurrence of potholes.

Democratic Unionist Party

[Manifesto Link](#)

- Bringing forward the ban on sale of all new conventionally powered petrol and diesel cars to 2035.

- Investment in the strategic road network including in more and better lorry park facilities.

Green Party

[Manifesto Link](#)

- Apply a Carbon Tax on all fossil fuels, as outlined in the ‘Green New Deal for energy’ section, which will increase the cost of petrol, diesel and shipping.
- End the sale of new petrol and diesel-fuelled vehicles by 2030.
- Reduce overall mileage and the number of vehicles on Britain’s roads.
- Make Low Traffic Neighbourhoods ‘the norm’ for residential areas.
- Make 20 miles per hour the default speed limit.
- Make 40 miles per hour the default speed limit in non-residential areas except on major roads.
- Require manufacturers to only produce the most energy efficient, low emissions vehicles.
- Encourage a shift from models of ownership to usership, with car-sharing platforms and neighbourhood libraries for tools and equipment.
- Scrap the Government’s new road building programme.

Labour Party

[Manifesto Link](#)

- End new sales of combustion engine vehicles by 2030.
- Put UK at ‘forefront’ of development and manufacture of ultra-low emission vehicles. Invest in electric vehicle charging infrastructure and in electric community car clubs.
- Review all tolled crossings.
- Adopt ‘an ambitious Vision Zero approach to UK road safety, striving for zero deaths and serious injuries.’ Make local roads, pavements and cycle ways safer for drivers and vulnerable road users.
- Introduce new Clean Air Act, with vehicle scrappage scheme and clean air zones, complying with World Health Organisation limits for fine particles and nitrous oxides.

Liberal Democrats

[Manifesto Link](#)

- Accelerating transition to ultra-low-emission transport – cars, buses and trains – through taxation, subsidy and regulation.
- Reform vehicle taxation, cutting VAT on EVs to 5 per cent and increasing the rate of installation of charging points, including residential on-street points and ultra-fast chargers at service stations.
- Ensure that, by 2030, every new car and small van sold is electric.

- Spend £2bn to extend Ultra-Low Emission Zones to ten more towns and cities in England.
- Support innovation in zero-emission technologies, including batteries and hydrogen fuel cells, supplementing government funding with new Clean Air Fund from industry.

Plaid Cymru

[Manifesto Link](#)

- Accelerate the transition to an electric transport system so that petrol and diesel cars are phased out by 2030.
- Create clean air zones in our towns and cities.
- Give communities the right to place pollution-monitoring equipment outside schools and hospitals.
- Enable local authorities to introduce pollution and congestion charges.
- Invest in a national electric vehicle-charging network across Wales, starting the transition towards a wholly electric fleet of public sector vehicles and increased use of private EVs.

Scottish National Party

[Manifesto Link](#)

- Campaign for the UK government to bring forward plans to move to electric vehicles to match the Scottish target of 2032.
- Campaign for the re-design of vehicle and tax incentives to support industry and business investment in zero emission and sustainable transport choices.
- Helping people with the cost of ultra-low emission vehicles (ULEVs), including second-hand cars, by providing an additional £17 million for loan funding
- Support a freeze in further Insurance Premium Tax hikes to ensure consumers aren't penalised for taking steps to reduce risks.

Conclusion

All the manifestos are available on-line, together with other specific policy documents. MAG presents the facts about transport and motorcycle policy as best we can ascertain them. Riders, as voters, must decide for themselves whom to vote for on the criteria that matters to them.

The RAC have looked at all of the parties manifestos for issues relating drivers if you'd like to read that here is the [Link](#).

Other news from the Political Unit...

MAG talks at National Road Safety Conference

MAG presented the case for a proportionate treatment of motorcycling at the National Road Safety Conference in Telford. Lembit Öpik, MAG's Director of Communications and Public Affairs, was on the panel with AA supremo, Edmund King OBE and others, to debate the best way to deal with road safety, with Lembit representing the riders' perspective.

In a heated discussion, he shared the need to find balance between personal choice and road safety. Drawing some heckles from one or two avid supporters of 20mph speed limits, he outlined the fact that these reduces limits had actually led to an increase in road casualties in some areas where they had been introduced.

While MAG isn't a road safety organisation, with the persistent emphasis on road safety, and the contradictory positions take regarding motorcycling and cycling, it is timely for MAG to enter the debate at the top level. There's a lot to do, but at least we're being given the airtime to say it.

Talks with Motor Cycle Industry Association (MCIA) paint interesting picture

During the Motorcycle Live event in Birmingham's NEC, MAG representatives had the chance for extensive discussion with senior members of the MCIA. They are clearly set on rebranding their positioning towards Private Light Vehicles – PLVs. MAG isn't so sure. The traditional riding community may not be keen to shift from bikes that can filter to wider machines that don't perform or fit into road space like motorcycles do. This is an on-going debate.

One area that might lead to progress is the relationship between MAG as a riders' voice and the industry. They have long suggested we take a more „consumer orientated“ approach. This has been questioned in MAG, and such a change would have to be done without the risk of departure from our core mission of defending riders' rights. But the conversation is a valid one and there's no harm in having it. This could lead to mutual benefits, though it's early days to know if and how this might progress.

Pathways For Progress

Colin has completed a full revision of MAG's Pathways For Progress document. The original document from 2015 has been a highly successful campaigning tool setting out a short manifesto of transport policy recommendations. The updated document adds more meat to the bones outlining the justifications for promoting sensible policy to support motorcycling, the most sustainable form of private motorised transport. We promote motorcycling in all its forms, whether it be ICE or electric, as a practical "oven ready" plan (sorry I couldn't resist) for dealing with the transport challenges of the modern world.

As with any document of this kind, it can only be effective when it is read, so please share it far and wide. Colin has already been presenting and discussing the revised document in many locations around the country and says it is consistently welcomed and accepted as a logical and helpful addition to the thought processes of transport professionals. If you want the political team to support or follow up leads when you share the document, please contact Central Office.

Colin says "we are clearly entering a phase of transport policy re-writes – there is a definite 5 year cycle, so the launch of this updated document is very timely. Wherever you see a local transport plan up for consultation get this document in front of your councillors. Indeed if you hear that a consultation is coming send the document before the consultation. It is difficult to consult on a policy for motorcycles that does not exist, so getting the message in before the consultation starts means we have a better chance of some consideration in the policy

drafts”

You can find a copy of the updated document on MAG Wiki at https://wiki.mag-uk.org/images/9/96/Pathways_For_Progress_v2.0_2019_10_30.pdf

Real World – Common Sense

A chance encounter with Transport Scotland in Birmingham’s NEC has opened up potential for genuine engagement and influence in the field of real world emissions. You may have seen the concerns we raised about The Real Urban Emissions Initiative (TRUE) report on real world emissions in Paris. The report spuriously concluded that motorcycles are not a solution for urban air quality. Whilst ACEM came to the same conclusions as us on the validity of the methodology and conclusions of the report, MAG now has the opportunity to speak directly to the authors of the report to influence how they conduct further research. Transport Scotland will be working with TRUE on real world emissions testing to set emissions standards for their Low Emission Zones, and have invited MAG to get involved in ensuring that the real world testing is fit for purpose when it comes to motorcycles. Our input is valued by Transport Scotland and our engagement with them has been pivotal to a direction of travel that will see motorcycles placed out of scope for Scottish LEZ charging schemes.

Parliamentary Questions

Our engagement with Chris Law MP and the APPG on Motorcycling has seen a series of formal written responses to parliamentary questions. We are pleased to have this vital line of communication which enables us to directly frame formal questions that can help forward our cause. We will need to wait until after the General Election to progress on these lines of attack, but the foundations are in place. If the Election returns a stable political landscape we may even see ministers remaining in post long enough to actually do something worthwhile.

Work Place Parking Levies the next hot topic?

There is currently only one Workplace Parking Levy scheme in the country. Introduced in Nottingham in 2012, the idea is being considered by a number of other cities, including Birmingham. In the ever expanding efforts to combat air quality issues, the WPL seems to be the next big idea. The good news is that Nottingham set the precedent of exempting motorcycle spaces from their levy. They sadly did not capitalise on this as a method of encouraging modal shift to motorcycles, but the precedent is still important. Please get in touch with Central Office if you hear of plans, discussions or consultations on Workplace Parking Levies in your area.

Today Leeds, Tomorrow the World

Progress on the issue of bike theft in West Yorkshire is continuing. On the heels of initial meetings with the West Yorkshire Police and Crime Commissioner in the summer there has been further engagement and discussion. One area that we hope will have significant national impact is access to influence the British Parking Association’s Park Mark standards. Park Mark is a national accreditation for privately and publicly run car parks that requires specific security standards for accreditation. Current standards do not focus much on

motorcycle security, but this may be set to change. If we can achieve a motorcycle specific security accreditation combined with an incentive for car parks to supply motorcycle bays tied to the air quality and sustainability agendas, we could see a significant shift in the provision of secure parking facilities in the fight against motorcycle theft. Early days yet, but hopefully we can report progress in the New Year.

Ride To Work Day 2020

Make a note of 15th June 2020 in your diary. Cancel your holiday, forget retirement, or find yourself a job if you don't have one. MAG expects you to ride to work on that date!

MAG will be filling the void left by the MCIA's decision to drop their Ride To Work Week campaign and we are now official UK promoters of International Ride To Work Day. We will be working hard to bring you plenty of incentives to ride to work as we call on all motorcycle related businesses to support the day with exclusive offers. We are already working closely with Northamptonshire County Council (the only UK authority currently promoting modal shift to motorcycles) and looking for support from other local authorities, police and employers to support the campaign and work towards removing the barriers that prevent motorcycles being a natural choice for the daily commute. Finally we will be safety conscious by asking car drivers to be #FilterFriendly. Every bike filtering past their car is one less car in the queue in front of them, so look out for filtering bikes, give them space and even consider joining them on two wheels.

Yes, we know that many of you will tell us you commute on your bike already – we salute you – but there will be many more that leave the bike in the garage and hop in the car come Monday mornings.

MAG Ride To Work Day – like MCIA Ride To Work Week but bigger and better with a MAG twist.

From Selina, MAG's Chairman.

<https://content.govdelivery.com/accounts/UKDVSA/bulletins/268a989>

More rigorous application of rules for motorcycle MOT standards

DVSA is now applying the rules for incorrect test standards for motorcycles more rigorously.

This is because motorcycles have fewer parts and missed defects on a motorcycle may have a greater impact on road safety than a similar item on a car or van.

For every failure item a tester misses when carrying out a test, 20 disciplinary points are given. 50 points or more in a single case can lead to short term cessation. This is shown in [Appendix 8.6 of the MOT testing guide](#).

We randomly check both car and motorcycle MOTs to make sure tests are being carried out correctly and following appropriate procedure. This includes mystery shopper tests with defects.

We're not changing the current rules, just the way we apply them. Cases will still be reviewed on their own merits and sanctions to testers and authorised examiners will be applied as we deem necessary.

Fair Fuel are conducting a survey at: <https://www.surveygizmo.com/s3/5322679/General-Election-Poll>

SALISBURY

Salisbury MAG have been working with Salisbury Council to provide secure motorcycle parking in two City centre car parks.

Although the motorcycle parking barriers had been purchased some time ago, council changes resulted in a lack of funds to install them. This necessitated raising an Area Board request for funding, which was then passed over to the Community Area Transport Group (CATG) for assessment. I'm pleased to say that CATG approved the request and made funds available for their installation.

The motorcycle parking barriers are scheduled to be installed at the end of the month, exact date to be advised.

This benefits all riders who park within Salisbury, who will be able to securely lock their bikes when parked.

Another small win for the motorcycling community.

Cheers, Nick Hancock


MAG Notice Board



Stuck for
Christmas present
ideas?

Give a MAG
Membership

Call Central Office

019126 844064



*Next ROAD
deadline
10th January*



***Vote on 12th December
see the election special
in this edition of Network***



Christmas - Central Office Opening Hours

Christmas Eve 09:00 - 12:30

Closed until 2nd January 2020 09:00



**Save the date 15th June 2020
Ride to Work Day**

FEMA

Motorcyclists do care about the environment



FEMA News by [WimTaal](#) - October

A report that was written by the American environmental organization ICCT about pollution by traffic in Paris on hot days turns out to have many flaws. In the ICCT report it was stated that motorcycles emitted a considerable higher amount of CO and NO₂ than petrol cars.

The report was much quoted in the press and lead to questions about the accessibility of powered two-wheelers in cities. Of course, this caused much disturbance with motorcyclists and with the industry. However, it has become obvious that the report from ICCT contains many flaws and that the conclusions about motorcycles were premature and even just wrong:

https://www.trueinitiative.org/media/790750/true_paris_rs_report_0905019-1.pdf

The tests were carried out during the hot summer of 2018, with temperatures during the testing period exceeding 30 degrees Celsius, which is way above the average temperature in Paris. This has a negative effect on the test results. The report mentions that „Mopeds and smaller motorcycles tend to drive in close proximity to other vehicles on the road and their emissions plume is oftentimes not clearly distinguishable. Also, the smaller engines used in these vehicles result in a smaller plume signal relative to vehicles with larger engines”. Notwithstanding this clear indication that the test results may not be reliable, the test results are used without any reservation. Another flaw in the report is the expression of emissions on fuel-specific base. The writers admit in the report that „this gap would be lessened if emissions were compared on a distance-specific basis”.

Powered two-wheelers use less fuel per kilometre than cars. Although the emissions of all L-category vehicles were measured, the report does not quantify them and suggests in. There is a large difference between mopeds (Le1-B category vehicles) and motorcycles (Le3 category vehicles). The very small engines of mopeds with a displacement of less than 50cc and the additional high rotations per minute (RPM) makes it much harder to control the emissions than with motorcycles. This should be reflected in the report itself, the conclusions and in the recommendations. Another element that we miss in the report is the fact that it assumes that all vehicles have the same driving dynamics. This is not the case. Cars have to break, run idle and accelerate much more than powered two-wheelers, that except for traffic lights, can stay in motion and therefore are in urban traffic far more fuel economical than cars. This reflects too in the lower emissions of motorcycles.

In a [press release](#) of 24 October 2019 , the European motorcycle manufacturers association ACEM writes to have grounds to believe “that the report conclusions are based mostly on measurements of L-category vehicles during their acceleration phase: <https://www.acem.eu/icct-true-report-true-or-not-acem-comments-on-the-icct-report-on-pollutant-emissions-from-cars-mopeds-motorcycles-and-other-vehicles-in-paris> A generalisation of such results simply does not match real urban reality, and results in a drastic overestimation of vehicle emissions.” They also refer to research carried out by the European Research on Mobile Emission Sources (ERMES). This research has clearly shown that the emission performance of Euro 4 motorcycles is similar to that of Euro 5 and 6 petrol cars. These measurements were made using well-established, lab measurement technology and real-world test cycles. According to ACEM the ERMES findings were used by the European Environmental Agency to

update its own emissions model (COPERT2) in 2019. ACEM also questions the reliability of the used method due to the smaller engines of powered two-wheelers and therefore the smaller plume signals relative to vehicles with larger engines.

Tests that were carried out by the Joint research Centre of the European Commission in 2013, showed that the emissions of NOx from the tested motorcycles didn't really differ from that of the petrol cars, but were significantly lower than that of the diesel-powered car. The emissions of HC and CO of the motorcycles were indeed higher than that of the cars, but certainly not that much as the TRUE report suggests. Tested were two motorcycles (a smaller 250 cc scooter-type and a large 1200 cc motorcycle, both homologated for the Euro 3 standard) and three cars (a smaller petrol car, a diesel powered car and a big petrol car, all homologated for Euro 4) were tested using three different test cycles. The Euro 3 standards for motorcycles are from 2006. Only in 2016 the Euro 4 standards were implemented and in 2020 the Euro 5 standards will be implemented, which has significant lower emission limits, as is shown in figure 1.

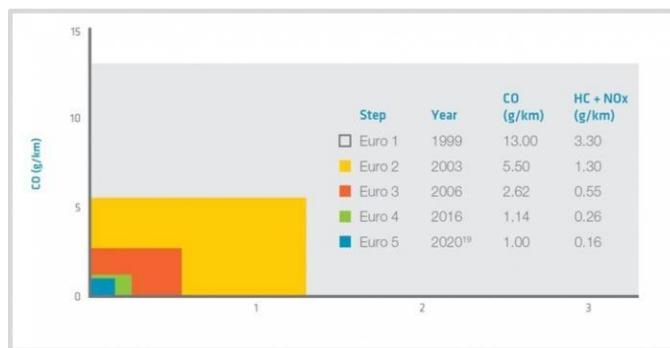


Figure 1: Emissions in Euro standards. Source: ACEM

A test of a 700 cc motorcycle, performed at the Faculty of Machines and Transport, Poznan University of Technology in 2018 showed that the HC, NOx and CO emissions stayed well below the legal standard:

FEMA General Secretary Dolf Willigers comments: "The ICCT/TRUE report on vehicle emissions in Paris has, when it comes to motorcycles, too many flaws to draw any conclusions from it. Even while the writers express some reservations themselves, others did not take that into account and just looked at the conclusions and recommendations that were not entirely consistent with the findings. In the conclusions and recommendations no distinction is made between mopeds and motorcycles, while there is any reason to do so. Even worse is that the used methodology is not suited for motorcycles in these conditions. Motorcyclists do care about the environment and air quality like everybody else and we welcome proper research on motorcycle emissions. However, this is not the way to do it and this works only counter-productive".

Romanian motorcyclists defeat unfair environmental tax

FEMA News by [WimTaal](#) - October 30, 20190



Romanian motorcyclists have been successfully fighting plans from local authorities in Bucharest to implement an environmental tax on all cars and motorcycles.

Romanian FEMA member MotoADN wanted to exclude motorcycles and scooters from this tax and they have won: motorcycles and scooters are excluded and will not pay the tax:
<https://motoadn.ro/>

Recently, the City Hall of Bucharest proposed a project to regulate traffic in the capital, in order to improve the air quality. MotoADN welcomed the initiative and appreciates the public discussion of this topic. MotoADN has analysed the new provisions both from the perspective of developing two-wheel riding and protecting the interests of those who use powered two-wheelers for commuting.

According to this project, all vehicles with a total weight less than 5 tonnes, including motorcycles and scooters, that travel inside the Bucharest Municipality will be subject to a local regulation regarding the protection of air quality. City Hall defines an air quality protection/control area in the city centre of approximately 10.000 square kilometres. In this area the access control is as follows:

- Euro4, Euro5, Euro6: free access
- Euro3: access with a fix fee / day / month / year
- Euro2, Euro1 and non-Euro: no Access

Although MotoADN thinks the idea of the project is a very good one, the implementation can bring some trouble. From the point of view of those whose interests they want to protect – the owners of motorcycles and scooters – MotoADN considers that putting motorcycles and scooters on the same level with cars, is not appropriate nor correct. It could even be discriminatory for the following reasons:

EURO pollution norms are different from motorcycles to cars.

Even though they all have similar names, like Euro1, 2, 3, 4, 5, 6, they cannot be compared to each other. For cars, the newest norm is Euro6, while for motorcycles the newest is Euro5, starting from 2020.

Air quality is less affected by motorcycles and scooters than by cars.

It should be mentioned from the outset that air pollution and air quality are two different things. While pollution refers only to chemical compounds, air quality also refers to solid particles left in suspension, such as those generated by the use of brake pads or those caused by tire wear when rolling and braking. The most recent studies on air quality conclude that motorcycles and scooters have a low impact on air quality, an impact that is even smaller than that of an electric car, which is less than that of a car that complies with the Euro6 pollution rules. According to ANSAS (French Agency for Health and the Environment) motorcycles and scooters approved according to EURO rules, have the least impact on air quality.

Discouraging the use of motorcycles and scooters, by applying the same taxes as for cars will lead people to give up using powered two-wheelers. This will lead to a substantial increase in pressure on the public transport network and road structure. The benefits of scooters and motorcycles are also underlined by the European policies favouring their use for increasing mobility, decongestion of traffic and parking, the proper use of infrastructure, etc.

MotoADN is of the opinion that the uniform application of the decision of the Bucharest Local Authorities would be a discrimination for the users of powered two-wheelers, both regarding the application of incorrect pollution rules, and the use of a tariff that does not reflect the fact that a motorcycle affects the air quality much less than a car. Also, the similar treatment of powered two-wheelers with that of vehicles up to 5 tons would be a derogation from the current practices regarding the use of motorcycles – local taxes are much lower when compared to a car, no road tax is charged, and no bridge fees are paid.

Lisa from Sweden wants to ride, but ‘the system’ won’t let her

FEMA news by [WimTaal](#) - November 11, 2019



Lisa is a Swedish girl who has just turned 24 and thus also reached the age requirement for driving A bikes. Lisa suffered a stroke when she was two years old, which left her with permanent muscle and nerve injuries on her left side. Through extensive training with the support of parents and the health care system directly after the stroke and until today, she has managed to live a normal active life. But, to cope with everyday life, Lisa always uses her healthy right side to the maximum and uses the left side as little as possible.

After taking a B driver's license at the age of 18, Lisa decided in the fall of 2018 to get a motorcycle license. She examined the requirements for vehicles and if it was possible to get a driver's license with a motorcycle with automatic gears. A motorcycle with a manual gearbox was never relevant due to the permanent weakness on her left side. Lisa can neither use the clutch with her left hand nor change gear with her left foot. To ride a motorcycle with automatic gears is simply a prerequisite for her to be able to ride a motorcycle and feel safe and secure.

In the fall of 2018, Lisa began to look for a bike that meets all the requirements to be considered: and A bike that can be used in the riding test and at the same time be suitable for Lisa based on her length. The choice was a Honda NC 750 S which has power just over the stipulated 40 kW and fulfilled the weight requirements and cylinder volume. After the purchase in May 2019, Lisa and her father started to ride and train in different environments, ranging from manoeuvring to riding on country roads. In order to increase safety, the bike was lowered two centimetres, which made it easier to reach the ground with both feet. This is important because Lisa's balance is not terribly good.

Lisa has prepared herself well by purchasing a suitable motorcycle in order to be able to practice riding in order to get an A license. After training with her father, she also wanted to take lessons in a traffic school. Unfortunately, she has not been welcomed anywhere. There is not a single traffic school in Sweden that has a motorcycle with an automatic gearbox. In

addition, the traffic schools have responded to Lisa that they don't have the permission to receive her as a student if she is riding her own motorcycle. Since no traffic school can or wants to have Lisa as a student, she decided to ride privately only at her own motorcycle and do the riding test as a private driver (this is allowed and common in Sweden).

Then the next problem came up. The Honda that fulfilled all the requirements to be approved to conduct driving tests for the A license was not enough! The rules were changed 1st January 2019 by requiring that the motorcycle should have at least 50 kW instead of as previously 40 kW. At this stage Lisa became desperate and contacted SMC. "I have bought the only motorcycle on the market that suits me, based on my disability. Had I been a B student I would have been able to choose a traffic school and a car with a manual transmission or with an automatic gearbox. The Swedish Transport Administration would have rented a car for me with or without an automatic gearbox at a low cost. This opportunity does not exist for me. I have no choice for the A riding test besides using my own motorcycle", says Lisa.

FEMA member SMC helped Lisa to apply for an exemption to use her own motorcycle during driving tests. SMC thinks that there are good grounds for granting an exemption in Lisa's case since there are no other suitable motorcycles with automatic gearbox. The exemption application also cited the Swedish Discrimination Act, which clearly states that a person with a disability should not be disadvantaged. The Swedish Transport Agency can grant an exemption. There are very few motorcycles with an automatic gearbox in Sweden. Honda is the manufacturer that has a range from 750 to 1200 and 1800 cubic. For example, those with larger cubes are Africa Twin and Gold Wing. I do not reach the ground or the handlebars on these bikes which for me is fundamental for safety. To use one of these unsuitable bikes solely to meet the 50-kW requirement in driving tests is a bad alternative from a road safety point of view, says Lisa.

Last week the decision from the Swedish Transport Agency came. They rejected Lisa's dispensation application for one reason – the Honda lacks 9.7 kW. The Swedish Transport Agency has not made any investigation of Lisa's disability and her limited opportunities to get a motorcycle license. Nor have they reported on how an exemption would jeopardize road safety.

SMC has now helped Lisa to appeal the decision to the Administrative Court and asked them to change the decision so that she can do a riding test on her Honda.

Lisa's case is a school example of the negative consequences of today's requirements for test vehicles. There is no evidence that shows that she would be a safer rider on an auto-shifted motorcycle with over 50 kW that is not available on the market. Therefore, SMC will help Lisa to appeal the decision as far as possible. SMC will also inform politicians and officials in government, parliament, the European Parliament and the European Commission. The driving license directive will be reviewed shortly, and this is an important input into the process.

Written by [Maria Nordqvist](#)

Who owns my motorcycle's data?

FEMA News by [WimTaal](#) - November 11, 2019



Car data can tell where you have been, what the technical status of your car is, how you drive and – through access to your phone – who you know. So far, FEMA has not written about data access and security for motorcycles, because it is not a very current topic.

However, history shows us that new developments in the car industry will reach the motorcycle industry sooner or later. FEMA has no reason to expect that it will be different this time. Therefore, we need to start the discussion on motorcycle data ownership.

FIA region 1 is campaigning against the way the automotive industry deals with the control over access to car data, the in-vehicle functions and resources (e.g. instrument panel display). They do this with the „Connected Vehicle – My Car My Data„ campaign. Car data can tell where you have been (the last 100 parking locations, the latest destination entered in GPS), what the technical status of your car is (detailed data of the drive battery, mileage reading, quality of the charging), how you drive (length of time you used different driving modes, number of times the seatbelts tightened e.g. due to sudden breaking), who you know (mobile phones synced contact data etc.).

This causes many threats: privacy (Big Brother), expensive maintenance and unrequested offers, loss of warranty/law enforcement, hacking and profiling. From the motorcycle manufacturers, as far as we are aware, only BMW transfers data from the on-board computer of the motorcycle via the analysis equipment at the dealer to the head office in Munich. This was confirmed to FEMA by BMW in an email in 2016. In fact, the communication of data is not just about vehicle data, but with the increasing coupling of sensors and devices, it's also about personal data.

In the automotive world, a fierce discussion has already arisen about who can access this information and how it should be arranged. The vehicle industry on one side and an alliance formed by consumer organization FIA region 1 (dealer organizations and others, united in AFCAR) on the other side are diametrically opposed.

To summarize a complicated story: the car manufacturers advocate a structure that speaks of an „Extended Vehicle“ (an electronic „copy“ of the original vehicle) on the manufacturer server and supplemented in-series with a neutral server to ensure that independent operators cannot be monitored by the manufacturer in his role as aftermarket service provider. This means that all data from and to the vehicle will entirely flow over the vehicle manufacturers server, who therefore has absolute control over this data flow. The data flow can conveniently be used for data mining, customer profiling and developing of new services. Independent service providers pay twice a fee to get access to the data, once to the vehicle manufacturer to get data from the Extended Vehicle server and paying additional fees that are charged by the Neutral Service provider. This means that the vehicle manufacturer in his role as service provider has a significant cost advantage compared to all other service providers. In the end, the vehicle manufacturer can reduce its aftermarket service network and do servicing remotely. All cost in the end will be passed through to the consumer.

Independent service providers can also try to get into direct business with the vehicle manufacturer through a business-to-business contract and obtain data directly from their Extended Vehicle servers. Obviously, this comes at a cost and is depending whether or not the manufacturer „likes“ the independent service provider and their products or not. The manufacturer also prohibits third parties to write to the vehicle over the Extended Vehicle server, e.g. preventing Over-the-Air software updates or actuate vehicle components for the purposes of diagnostics, as they claim that this compromises vehicle security, creating for themselves so called „Security by Obscurity“. In other words, the role of the vehicle manufacturer shifts from designing and building vehicles towards becoming data monopolist and aftermarket service provider who dictates the conditions for the independent service providers and aftermarket industry. This possibly to the detriment of the consumer who cannot any longer benefit from a fair but competitive market getting best value for money.

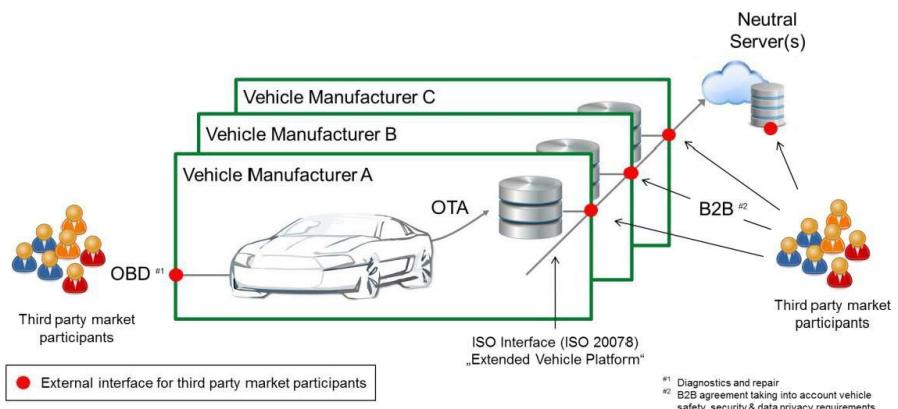


Fig. 1 Extended Vehicle plus Neutral Server concept advocated by vehicle manufacturers. Source: VDA.

AFCAR, on the other hand, is advocating an On-Board Telematic Platform (OTP) whereby all vehicle data is directly communicated with third parties such as the vehicle industry, insurance companies, authorities and other third parties via a „Harmonized Automotive Gateway“ (a standardized electronic link). The control lies with a „Harmonized Automotive Gateway Administrator“ (AGW Admin), which is under the control of a dedicated, competent, independent entity that is acceptable to all stakeholders and not just by the vehicle manufacturers only. In addition to the privacy elements, this discussion is also important for after-sales activities such as repair and maintenance, prognostics, sale of parts, road-side assistance, breakdown of insurance premiums and in the future possibly even enforcement. This doesn't mean that authorities continuously are allowed to look over the shoulder of the consumer but e.g. only in the case of an accident get access to relevant and carefully selected data.

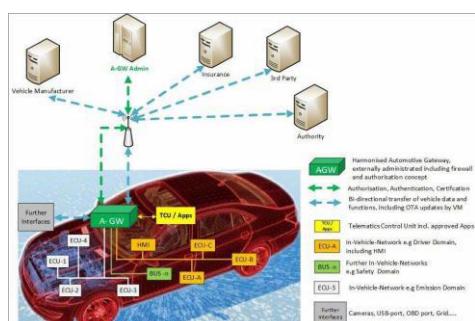


Figure 2: Reference model of an OTP, the structure of a Harmonized Automotive Gateway.
Source: FIA Region I.

Despite the fact that within the motorcycle world the ownership of vehicle-related data is still under discussion and – according to the umbrella of European motorcycle manufacturers (ACEM) – not even relevant at all, the FEM board has decided to investigate whether and to what extent affiliation with the AFCAR consortium is possible.

What data is transferred? In 2015 an ADAC report already showed how much vehicles are “saying” about drivers, compared to what consumers may think. Some examples of data sent, identified in the study:

About the driver profile:

- Length time use of different driving modes;
- Seatbelt tightening owing to hard braking;
- Number of trips and accumulated distance;
- How and where the car was charged.

About the vehicle location:

- Latest destinations stored in navigation system;
- Last 100 parking locations;

Some examples of data continuously sent, identified in the study:

- About maintenance information:
 - Maximum engine speed
 - Total distance reading
- Operation time length of vehicle lighting system, specifying different light sources
- Number of times the position of the electric driver seat was changed
- Number of media inserted into the CD/DVD drive
- Personal information (!) synchronized from mobile phone, e.g. remote reading of private emails, contact addresses et cetera.

In addition, the study coincidentally discovered vulnerability of car security systems:

- Illegal remote door lock opening with mobile phone, not traceable. Remotely fixed by OEM;
- Vehicle position data not anonymized;
- Illegal remote change of stored emergency call numbers

Since over a decade vehicle manufacturer are in control of vehicle data flow and aiming to become service provider for all car-related needs, perhaps today but surely as of tomorrow. Vehicle owners are not informed about what data is collected or for what purpose data is used. In the report, ADAC and FIA identified several consumer principles:

- Informed consent by and privacy of consumer
- Non-monitoring of independent service providers
- Same capabilities to offer innovative services by Clubs to their members as the vehicle manufacturer in his new role as service provider

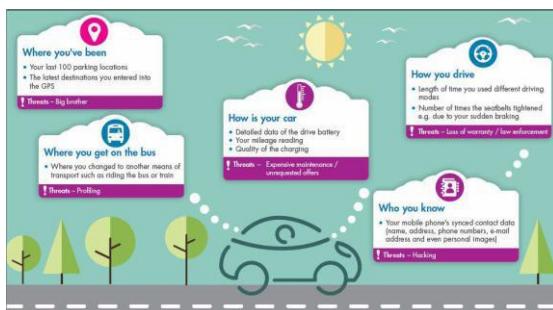


Figure 3: FIA Connected Vehicle – My Car My Data campaign.

Position FIA

The position of FIA Region I and its member clubs is that:

- Vehicle manufacturers are to regularly publish a comprehensive list with all vehicle data collected, processed, stored and transmitted externally.
- Utmost transparency is needed, easily available and complete information, understandable to consumers.
- Consumers must have a choice to conveniently deactivate processing and transmission of data other than required for safety.
- Data protection must be state-of-the-art.
- The vehicle owner must have a free choice, not being locked into an OEM system. There must be an open and fair market for service providers.

To accomplish their goal, FIA region 1 has entered an alliance with other organisations, which is called the Alliance for the Freedom of Car Repair in Europe ([AFCAR](#)). The other stakeholders are organisations of repair shops, leasing federation, parts distributors, independent diagnostic tool developers etc.



Figure 4: AFCAR.

The industry promotes the concept of the „Extended Vehicle“ server supplemented with a „Neutral Server“ on which the data of the „Extended Vehicle“ should be stored. This „Neutral Server“ would in their view best be owned by a Neutral Server provider that is not in business as a service provider using the data for their business model. In this scenario, the control of the data stays with the manufacturers. They claim that this is necessary to secure the protection of the data, avoid the hacking of the car data by third parties, etc. The consumer will be informed of data usage of personal data and of course must consent with the „right of access“, other the right of access provided by law or contract based on the General Data Protection Regulation. Third parties should also have access to the data. In ISO standards 20077-1 and 20077-2 on Extended Vehicle the dedicated terminology was set out, interrelation to other standards related to extended vehicles, specify the general rules and basic principles. ISO standard 20078 on Web Services determines the vehicle manufacturer as controller of the vehicle data, customer data and service provider data. ISO standard 20080 on Remote Diagnostic Support (RDS) describes the general requirements etc. Remote Diagnostic Support is Information provided to a remote diagnostician to assist in the performance of the remote diagnostic process of a vehicle and defines a number of limited Use Cases to access in-vehicle data. All ISO standards were published and will gradually be applied by the vehicle manufacturers. As these technical standards were not referenced in legislation (yet), it remains to the discretion of each manufacturer how and to what extend these technical standards will be applied on each vehicle in the years to come.

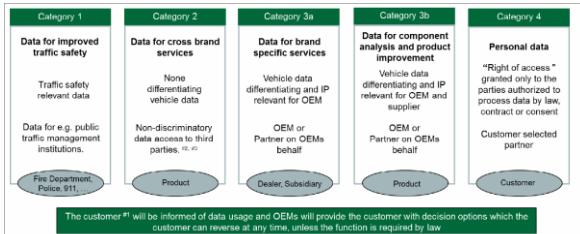


Figure 5: Data categories and privileged users in the Extended Vehicle with “neutral” server concept. Source: Position paper VDA.

AFCAR proposes a specific definition of RDS that focusses on fair, direct in-vehicle data accessibility, but under the control of the consumer. The associated OTP reference model shown in Fig 2 consists of a secured Harmonized Automotive Gateway that is externally administrated by an Automotive Gateway Administrator (A-GW Admin) and includes a firewall and authorisation concept on-board of the vehicle. Through this gateway controller the car data could be send to and received from the vehicle manufacturer, insurance company, authorities and other third parties, with each being privileged with data access at different, appropriate levels. A main characteristic of the OTP is the opt-in, opt-out feature that consumer can use to accept services and associated data transfer but can also stop the data flow to a service provider and allow this data to be accessed by another competitor that offers better service and/or at lower cost. Although legislation determined that consumers are not the owners of the in-vehicle data, this opt-in, opt-out feature allows the consumer to stay in control on access to in-vehicle data, its functions and resources by remote operators.

Since July 2018 the European Commission, AFCAR, ACEA (the European car industry consortium) and CLEPA (the European consortium of automotive suppliers) are discussing the concept of the Extended Vehicle and the industry was asked to come forward with a Proof of Concept. This practical field test carried out between July 2018 and June 2019 showed the technical limits of Extended Vehicle, while another study commissioned by FIA, the international association of motorists and Mobility Clubs, has highlighted its economic flaws. Since then the discussion between AFCAR on one side and ACEA and CLEPA on the other side continuous, amongst other in the Motor Vehicle Working Group (MVWG), where FIA gets the support of other consumer-oriented organisations like BUEC. ACEM and FEMA have stayed out of the discussion, respectively because ACEM considers this as a problem for the car world and not for motorcycles and FEMA by lack of knowledge of the subject.

One of the issues that plays an important role in the discussion is the OBD (On Board Diagnostics) port closure. The size of the problem is still unknown. There is hard proof on OBD port closure for some recent Fiat-Chrysler models, The minimum OBD requirements that were set out in UN Regulation 83 are fulfilled. However, a larger share of the diagnostics is only accessible with certificates. The challenge is to find a balance between security and accessibility of in-vehicle data to diagnose, repair and maintain vehicles by other parties than those that are related to the vehicle manufacturers („official car dealers“) as well as for Clubs to continue to do their daily break down service as well as to offer innovative services in the future.

Security of the data is also part of the work of the new UNECE GRVA (Subsidiary Working Group on Connected and Automated vehicles). Under the GRVA an Informal Working Group (IWG) exists that deals with cyber security of automated and connected vehicles, but also with secure Over-the-Air software updates of connected vehicles. The task force works out threats and mitigations on cyber security of automated and connected vehicles as a basis for near future UNECE Regulations for automated and connected vehicles. FIA is member of the TF CS/OTA and has formulated some demands:

1. The vehicle manufacturer must ensure cyber security over the lifetime of the vehicle

2. The vehicle manufacturer shall regularly update soft- and hardware, if type approval relevant
3. The OTP reference model shall be an ideal future secure vehicle.

The demands of FIA are not shared by everyone. The global organisation of car manufacturers OICA wants vehicle manufacturers only to ensure software updates for a "reasonable" timeframe and proposes the ExVe („Extended Vehicle") reference model. FIA is concerned that this means that vehicles become obsolete and may not any longer circulate once the manufacturer has decided that it is not any longer economically attractive to provide software updates. A vehicle that still is safe and roadworthy in terms of environmental protection would not any longer be safe owing to impaired security as it is not any longer protected by state-of-the art security software.

FEMA position

Although the motorcycle industry claims that this is not an issue for us and will not become an issue, we already see the transfer of information with any service intervention from the motorcycle to the vehicle manufacturer with BMW since 2015. History shows that new developments in the car industry sooner or later will reach the motorcycle industry. We have no reason to expect that this time it will be different. Therefore, even if the issue of data ownership is not current, it will be at some point and we must be prepared for that. Therefore, the FEMA Board has decided to contact the AFCAR consortium and see if and how we can join them.

Written by [Dolf Willigers](#)

Top photograph courtesy of Healtch Electronics

NRSC 2019: ‘An afternoon with



New for 2019, the closing session of the 2019 National Road Safety Conference comprises a „chat show style session“ with a number of guests from the world of road safety.

The session is hosted by James Luckhurst, an experienced presenter with an excellent understanding of road safety. James is also TISPOL's media relations" consultant, and the man behind Project EDWARD.

During the session, James is interviewing four guests.

<https://roadsafetygb.org.uk/news/nrsc-2019-an-afternoon-with/>

Edmund King OBE, President, Automobile Association

Edmund King has been president of the Automobile Association since 2008 and is a visiting professor of transport at Newcastle University.

He is also a trustee and director of the AA Charitable Trust for Road Safety and the Environment.

What was said:

- Simple things can put road safety at the front of peoples mind
 - Smart motorways an issue of common sense – it is not safe to breakdown on a „live-lane”
 - Road condition – and potholes – are important for safety and economic reasons
 - A lot of people are scared of the media – it’s about helping journalists and creating relationships
 - It’s important to look at new technologies, and how we adapt to make them safer
-

Lembit Öpik, Director of Communications & Public Affairs, Motorcycle Action Group

Lembit Öpik is director of communications & public affairs for the Motorcycle Action Group (MAG), the UK's leading riders' rights organisation.

Born in Northern Ireland, Lembit has been riding motorbikes since 1980, and has campaigned on pro-biking matters since 1997. A dedicated libertarian, Lembit fiercely defends citizens' freedom, including the right to ride motorbikes and scooters.

What was said:

- A great motorcyclist anticipates dangers, while a bad rider thinks they are indestructible
 - Technology could be used to improve motorcycle safety, including simulators to provide experience
 - Motorcycle access to roads is being squeezed (with cycle lanes)
 - Motorcycles are part of the solution to air pollution and congestion – Sadiq Khan is missing a trick
 - The media is a double edged sword
 - You can trade profile for influence
 - As long as you have momentum, you can do something with it.
-

Sally Lines OBE, Chief Executive, Road Safety Trust

Sally Lines took up the post of chief executive of the Road Safety Trust in June 2018. The Road Safety Trust is a registered charity which supports projects and research aimed at making the UK roads safer for all road users.

What was said:

- The first four rounds of funding from the Road Safety Trust were a learning curve
 - Don't want to be seen as a research funder
 - We're looking to make a practical impact on road safety
 - We'd love to hear from practitioners on their views
 - Next year's funding theme (opens in Feb) has a focus on technology
 - Tips for applying: showing how your initiative would/could make an impact; some form of evidence base
-

Bill Smith, Senior Engineer, Scotland TranServ

Bill Smith is a senior engineer at Scotland TranServ, and has nearly 40 years" experience in road safety to boot.

On 12 November, Bill was presented with the 2019 Lynda Chalker Award.

What was said:

- Road safety targets are successful – gives people something to aim for
 - There's a lot of repetition in road safety – too much reinventing the wheel
 - A lot of local authorities have substantiate their own being
 - Money for road safety should be ring fenced – a role for Government?
 - Better sharing of data is important
-

Since the article below (30/10) I believe diesels have been banned from the area indicated on the map between the hours of 9 and 3pm.

Bristol could become the UK's first city to ban diesel vehicles



Bristol looks set to become the UK"’s first city to ban diesel vehicles in an attempt to boost air quality.

Diesels would initially be prohibited from entering a central area of the city between 7am and 3pm every day from March 2021, under proposals put forward by Bristol City Council.

RAC head of roads policy Nicholas Lyes said: "Bristol faces the same issues that many other UK cities do – a need to achieve legal compliance with air quality standards in the shortest time possible."

Council plans include a wider Clean Air Zone – charging buses, taxis and other commercial vehicles that fail to meet emissions standards.

Bristol Clean Air Zone map



A scrappage scheme to help diesel car owners buy an alternative vehicle has also been mooted.

The Government has urged councils to exhaust other options before opting to impose charging zones. Bristol City Council will meet on November 5 to discuss further.

Mayor of Bristol, Marvin Rees said: "These ambitious plans demonstrate our commitment to tackling air pollution so we meet legal limits within the shortest time, without disproportionately affecting citizens on lower incomes which would happen with a blanket approach to charging vehicles."

The RAC's Mr Lyes, however, noted some potential problems connected to banning diesel vehicles at this relatively early stage.

"Major routes into, out of, and even around the city – like Temple Way and Brunel Way – would become out of bounds, with diesel vehicles forced onto other roads, which risks causing congestion problems where they don't exist at the moment," he pointed out.

"Bristol has bold plans to improve its public transport system, but major improvements like its mooted rapid transit system or even more park and ride sites are still many years from becoming a reality."

"In the meantime, many drivers are faced with having to use their car for journeys in and around the city simply because there is no affordable, reliable alternatives. This would become more difficult under these plans."

Bristol City Council was one of 24 local authorities ordered by the Government to submit a plan for how it will comply with legal limits on nitrogen dioxide (NO₂) by March 2021.

Concerns over NO₂ emissions have grown since Volkswagen was found cheating air pollution tests in 2015, for 11 million diesel vehicles worldwide, including 1.2 million in the UK.

Data published by the Society of Motor Manufacturers and Traders shows that diesels held just 25.8% of the new car market during the first nine months of the year, compared with 31.7% during the same period in 2018.

This is due to increases in the proportion of motorists buying petrol and alternatively-fuelled vehicles such as hybrids and electric cars.

Copyright Press Association 2019. Motoring News articles do not reflect the RAC's views unless clearly stated.

This is from the Bristol City newsletter:

Clean Air Zone plans

Air quality improvement plans for Bristol have been submitted to government, which propose a Clean Air Zone is introduced in March 2021.

Commercial non-compliant vehicles would be charged to enter the Clean Air Zone.

There would be no charge for private vehicles. A smaller city centre zone would see private diesel vehicles banned between 7am and 3pm.

Further measures for tackling air quality through improving and prioritising public transport options are also part of the plan. Questions asked by the public about the scheme have been answered on the [Clean Air for Bristol website](#).

Study questions impact of 20mph schemes on public health



A new study has found that while 20mph zones can help improve road safety, there is „less robust evidence“ of any public health benefits.

The study, carried out by 12 public health academics from leading UK universities, set out to investigate the effect of 20mph zones and limits on a range of health outcomes:

<http://roadsafetygb.org.uk/wp-content/uploads/2019/11/Effects-of-20-mph-interventions-on-a-range-of-public-health-outcomes-Sept-2019.pdf>

The report defines a 20mph zone as a scheme which involves physical traffic calming measures – such as road narrowing or speed bumps – designed to slow vehicles and ensure the limit is adhered to.

In contrast, 20mph limits involve only signage and/or lines to alert drivers to the limit.

The academics evaluated 11 existing studies on 20mph schemes (nine 20mph zones and two 20mph limits), looking at issues including: road traffic collisions and casualties, walking and cycling, changes in mode of transport, air quality, perceptions of road safety and „liveability”.

The study concludes that the 20mph zones they looked at were „associated with a reduction in the number and severity of collisions and casualties”.

However, while the academics suggest that 20mph zones have „potential to indirectly impact physical activity and liveability”, they found „less robust evidence of the effect on air pollution”.

In their conclusion, they suggest that while 20 mph zones are effective in reducing collisions and casualties, there is insufficient evidence to draw conclusions on their effect on pollution, inequalities or liveability.

For 20 mph limits, they say „more rigorous evaluations are required in order to draw robust conclusions”.

From the Alliance of British Drivers:-

Press Release: What Have Politicians Ever Done For Us?

With a general election on the 12th December; what are the politicians promising for drivers and families in the future? Their past record does not read well! A selection of their previous “presents” to drivers is listed below.

What is your political party going to do to make things better for YOU as a driver?

Is it plentiful and cheap parking; via a £1.76 billion turnover, high profit-driven parking enforcement industry?

Is it the price of fuel, with its 57.95p per litre fuel duty raking in £28 billion per annum. Plus 20% VAT on both the fuel itself and the duty? A tax on the tax!

Is it Insurance Premium tax, which now stands at 12% (6% in 2011); so an average £500 car insurance costs an extra £60 in tax?

Is it increases in Vehicle Excise Duty (Road Tax), which already brings in about £6 billion per annum?

Is it since 1975 averaging c.£4Bn **per annum** spent on loss-making railways (c.5% of UK surface miles travelled) versus less than £1.5Bn annually in strategic road spending (c.90%; at positive economic benefit)?

Is it our consequent “smooth, pothole-free” roads?

Is it that the aim of “*getting people out of their cars*” is in every government/ council

transport-related document?

Is it the abiding failure to deliver on numerous promises to raise the archaic motorway speed limit?

Is it the continuous reduction of all other speed limits, so creating longer journey times, congestion, frustration and actually increasing accidents?

Is it the vast increases in speeding fines, because of these continually downgraded speed limits?

Is it the proliferation of „Smart” (sic) motorways, with no hard shoulder and vastly increased accident risk?

Is it the proliferation of 24/7 x 365 20mph speed limits, proven to deliver **no** tangible road safety benefits?

Is it the imposition of speed limiters in all new vehicles from 2022?

Is it the time it takes to clear up accidents, unnecessarily shutting roads for hours?

Is it road works; where, for the overwhelming majority of the time, nobody ever seems to be working?

Is it the failure to expose the spurious 40,000 annual air pollution deaths lie?

Is it diesel – and eventually petrol – vehicle bans?

Is it the proliferation of ineffective in practice – but highly tax-profitable – so-called “Clean Air Zones”?

Is it the imposition of Workplace Parking Levies?

Now is the time to ask prospective candidates: “**What are you going to do for Britain’s drivers?**”

and

ULEZ Revenue and Benefits – Not As Expected

Transport for London (TfL) have released some figures for the first six months of the ULEZ scheme (for April to September 2019). The bad news for the Mayor is that the income from the scheme in fees paid by non-compliant vehicle owners and penalty charges is much less than expected.

There was revenue of £31 million from charges paid (12.50 per day for cars, vans and motorcycles and £100 for HGVs and buses). Plus there was £11 million from penalty charges. One driver managed to collect 81 penalty charges but otherwise it is the typically high figure you see from camera enforced schemes where many people don't realise they have entered the charging zone or forget to pay.

But the overall income of £41 million, equivalent to £82 million per annum, is much less than originally anticipated. Income in the first year was originally estimated to be £174m and costs £47m, producing a surplus of £127m. So the surplus is likely to be a fraction of that originally anticipated at only £35 million. See <https://tinyurl.com/y4w6pwuk> for the original estimates.

It would seem likely that more vehicle users than anticipated have switched to newer vehicles with the proportion of non-compliant vehicles falling rapidly to only 25% in September. The overall number of vehicles also appears to be falling. The low numbers of non-compliant vehicles means that the income will also fall substantially in the second half of the year thus reducing even further the anticipated surplus so it could be much less than even £35 million. This will put yet another hole in the Mayor's financial budget for TfL which is already in a dire state.

The good news (at least for those who believe that NOX air pollution is a major health hazard – the ABD does not), is that NOX emissions from road transport in the central zone are estimated to have fallen by 31%. That is probably consistent with the original estimates that there would be a fall in NOX emissions of 17% by 2021 as only about half of such emissions come from road transport and such emissions are falling rapidly anyway as the vehicle fleet is renewed.

Only a small reduction in CO2 emissions is reported, and no figures on particulates (PM) are yet reported. You can read the full TfL report here: <https://tinyurl.com/y2h63dxc>

The ABD still believes that this is a very expensive scheme that is imposing enormous costs on many vehicle owners with very marginal benefits in terms of air pollution. It is unclear

whether NOX actually has any negative health impacts – see our report here that covers the air pollution issue in depth: <https://tinyurl.com/yx9bk9kg> . We would also like to see some actual measurements of NOX rather than just estimates.

There has never been any proper cost/benefit justification for this scheme but the Mayor no doubt saw it as a means to plug the holes in his TfL budget with the ULEZ tax. In reality it's going to raise a lot less than anticipated.

Readers should make sure they oppose the expansion of the ULEZ to the North/South Circular in 2021 which will cover many more people.

Websites you may wish to visit:-

Interesting development. Removing bus lane to ease congestion.

<https://www.grimsbytelegraph.co.uk/news/grimsby-news/scarborough-road-bus-lane-removed-3457500>

ETSC: It's time for a zero drink-driving limit across the EU

<https://etsc.eu/its-time-for-a-zero-alcohol-limit-across-the-eu/>

MOT inspection manual: motorcycles (Updated 30 October 2019)

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

Guidance: How vehicle defects are categorised in roadside checks and vehicle tests (Last updated 30 October 2019)

<https://www.gov.uk/government/publications/categorisation-of-defects>

RAC: Uber self-driving car that killed pedestrian had software flaws

<https://www.rac.co.uk/drive/news/motoring-news/uber-self-driving-car-that-killed-pedestrian-had-software-flaws/>

RAC: Official stats reveal deadliest regions to drive in Britain

<https://www.rac.co.uk/drive/news/motoring-news/deadliest-regions-to-drive-in-britain-revealed-in-official-stats/>

RAC: Driverless cars to hit London streets in new trial

<https://www.rac.co.uk/drive/news/motoring-news/driverless-cars-to-hit-london-streets-in-new-trial/>

MAG Central Office:

MAG, Unit C13, Holly Farm business Park, Honiley, Kenilworth, Warwickshire CV8 1NP

Tel: 01926 844 064 Fax: 01926 844 065 Email: central-office@mag-uk.org

Executive Officer	Julie Sperling	exec@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	public-affairs@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns@mag-uk.org

NATIONAL OFFICERS

National Chairman	Selina Lavender	chair@mag-uk.org
National Vice-Chairman	Andy Carrott	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-ordinator	Anne Gale	aine@mag-uk.org
President/ <i>The ROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	Tracey Smith	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director TMAGL	Jane Carrott	central-office@mag-uk.org
Director TMAGL	Tony Cox	central-office@mag-uk.org
Director TMAGL	Andy Carrott	central-office@mag-uk.org
Director TMAGL	Steve Wykes	central-office@mag-uk.org
Director TMAGL	Ian Churchlow	central-office@mag-uk.org
Director TMAGL	Selina Lavender	central-office@mag-uk.org
Director TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org

REGIONAL REPS

British Independent Islands	<i>Position Vacant</i>	british-independent-islands-regionrep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-regionrep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-regionrep@mag-uk.org
Eastern	<i>Position Vacant</i>	eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-regionrep@mag-uk.org
Greater London	Peter Ramsbottom	greater-london-regionrep@mag-uk.org
Herts & Essex	<i>Position Vacant</i>	herts-essex-regionrep@mag-uk.org
Lincolnshire	Alex Bridgwood	lincolnshire-regionrep@mag-uk.org
North East	Dave Wigham	north-east-regionrep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-regionrep@mag-uk.org
North Wales	Bill Hughes	north-wales-regionrep@mag-uk.org
North West	Tony Cox	north-west-regionrep@mag-uk.org
Scotland	Steve Wykes	scotland-regionrep@mag-uk.org
South East	Steve Mallett	south-east-regionrep@mag-uk.org
Southern	Tim Peregrine	southern-regionrep@mag-uk.org
South Wales	Phil McFadden	south-wales-regionrep@mag-uk.org

South West	Paul Carter	south-west-regionrep@mag-uk.org
Thames Valley		thames-valley-regionrep@mag-uk.org
Western	George Legg	western-regionrep@mag-uk.org
West Midlands	Graham Wells	west-midlands-regionrep@mag-uk.org
Yorkshire	Richard „Manny“ Manton	yorkshire-regionrep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Carol Ferrari	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Rory Wilson	info@mag-foundation.org