



MARCH 2024

NETWORK

A networking tool providing information for Activists and other interested parties

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Acknowledgments: George Legg. Colin Brown. Lembit Opik. Julie Sperling. Craig Munro. Michael Armstrong. Selena Lavendar. FEMA. MCIA. Plus, anyone else I've forgotten.

EDITORIAL

Every month I wonder what, if anything, I can have a rant about. Its become a bit of an obsession!!

If there's nothing then it only means my Editorial will be totally boring. So, this month, I was particularly pleased to see a piece written in the Metro (I think) by Craig Munro entitled "UK 'on brink of being plunged into darkness with widespread blackouts'." You'll find the link as the first item under Websites etc you may wish to visit.

It doesn't take a genius to work out that the UK is severely compromised in the production of electric power. We've known this for a couple of decades. And yet, successive governments have given little or no priority to doing something about it. Maybe their thinking is that somehow the National Grid is going to pick them out for special treatment whilst the rest of us flounder around in the dark!

And yet, with this hanging over our heads – which would have severe repercussions for households, industry, hospitals, well everything really they stills seem to be going ahead with rushed electrification for vehicles. This, to anyone with half a braincell, is just ludicrous.

Yes EVs have a place in future family transport as. I believe, have other fuels, but to rush it through, as is being done at this moment in time, could result in the country grinding to a halt and personal transport as we know it a thing of the past.

Madness, for just 0.003% global difference to climate change, imho, of course.

Under websites and on-line content you'll find a link to an Early Day Motion recognising the racing achievements of Michael Dunlop. The Dunlop family's contribution to motorcycle racing has been second to none since the amazing Joey brought his home prepared, non factory machines across to the Isle of Man in a fishing boat to wipe the floor with everyone. Amazing man.

Last, and by no means least, I want to say a personal thank you to Julie, who leaves us after almost 14 years at the end of the month. Over the years I've got to know her quite well and she's helped me out of many holes. She has also given George and I so much support and help, not only with Network, but with many technical queries. Gonna miss you loads girl and so is MAG. x

Catch you next time round. AG

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



Farewell Julie

Julie Sperling, our Executive Officer, is moving on to pastures new. Whilst many of you may never have met Julie in person, you will have spoken to her, over the phone, or had contact via email.

Julie started with us as the Accounts Administrator back in October 2010, taking on the role of Executive Officer in April 2014. After 13.33 years (Julie's wording, she does like accurate figures) her last day in the office will be Thursday the 28th of March 2024.

During her time with MAG Julie has seen many changes. She has always looked for the best options for the organisation. She will be missed by our small team of employees who hold her in high regard and by our wider membership.

We all thank Julie for her years of dedication and wish her ever success for the future.

Selina

On behalf of the MAG Board and National Committee

Job opportunity

If you feel you have the skills to become our next Executive Officer, then please email central-office@mag-uk.org for more details.

Note: We are closing the office in Warwickshire so the applicant can be located anywhere in the UK provided that they can also submit an

acceptable proposal as to where and how they would base the new operation, with an idea of approximate costings. Closing date for applications 15th March 2024

Campaigns Report from the Political Unit

Colin Brown and Lembit Opik

2024 02 23

A month of storms, over Britain and in Parliament, ends with some rays of light from a number of emerging parties. Lembit Öpik, MAG's Director of Communications and Public Affairs, and Colin Brown, Director of Campaigns and Political Engagement, have reached deep into the political system to turn up the heat on politicians who should know better than to try and ban petrol engine motorcycles.

Are 20mph speed limits saving lives?

Following on from the 20mph speed limit restriction in urban parts of Wales, the nation has essentially turned itself into a great big experiment to prove the road safety effect of retarding traffic to these lower speeds. And what's the verdict? Well, it's a secret. To be more precise, despite the Lembit's best efforts to get definitive information on the change in road casualties, no such data seems to be available. For reference, in 2022, there were 4,447 casualties, of which 95 people were killed (2%), 921 were seriously injured (21%) and 3,431 slightly injured (77%). We therefore have a benchmark against which to measure the change following the 20mph imposition. Obviously, there should be a statistically significant improvement in 2023 if this policy is justified. All reports so far on the impact of the policy focus on the speed behaviours of motorists, no mention is made of any change to casualty rates.

MAG's guess is that there will not be a significant change to the number of deaths in Wales, but let's see. As previously stated, there's still the issue of whether a modest change is worth the hours the limitation of driving and riding wastes, and any

economic harm the change makes in terms of lost time and businesses that don't operate in Wales.

Reform UK to publish transport policy - and it's helpful

At time of writing, MAG has been informed that the up-and-coming Reform UK Party will soon be announcing its policy towards riders and drivers in the UK. We understand that this will be in line with MAG's own position, and as such we believe it is likely to 'move the dial' in favour of more road friendly policies, and away from the obsession with 'net zero' carbon dioxide emissions.

We'll let you know more when we have seen the written statement. The advantage of these new and smaller parties is to give voters an opportunity to express their preferences in terms of road policies. This, in turn, is likely to cause some need for the old parties to revise their positions, as there's a good chance that they are losing support due to the general disillusionment with Labour and Conservative announcement on road space, electric vehicles and cycling – which is struggling even to hold on to the users it has.

More flames fan electric vehicle scepticism

Recent data indicates that electric vehicle fires on the UK's roads have doubled in a year (<https://www.energylivenews.com/2023/09/11/uk-ev-fires-double-in-a-year/>), while the number of electric vehicles has increased by only about 45%. Lembit says the reason for the disproportionate increase in fires versus vehicles isn't yet clear. The most likely possibilities are that older electric vehicles are more vulnerable to fires than newer ones, or that their presence on the UK's roads is having some sort of exponential effect in what happens in accidents. What's certain is that EV fires are doomed to rise, and this is terrible news when such conflagrations occur in enclosed spaces, such as multi-storey car parks. Essentially, if there's an EV in the car park and it ends up in flames, that's game over as far as extinguishing that fire is concerned.

Looking at the reportage in the mainstream media, it's clear that a lot of these outlets want to reassure the public to buy electric vehicles. However, the wisdom of promoting this mode of power is questionable until we understand why fires are going up so fast.

Remember, lithium-ion batteries can spontaneously combust, and are likely to occur anytime a battery is punctured. If your EV is parked next to or underneath your home, then this could spell trouble. MAG does not seek to scaremonger about the risks posed by EVs. We are determined to know the facts, and share them when they come available.

Another party has second thoughts over climate change policy

Following on from Prime Minister Rishi Sunak's attempt to put his party into reverse gear over climate change policy, and the electric vehicle agenda, Labour Leader Kier Starmer has junked his own policy to do the same. In a widely reported statement, Labour has binned its earlier 'flagship' commitment to pour £28 billion per year into its green economic agenda. Without a costing commitment, the policy becomes comparatively meaningless, much to the relief of those who have warned of the catastrophic effect of these crushingly expensive policies on our economy and way of life.

MAG's primary interest in all of this is in relation to the threatened electric motorcycle imposition, which Labour has said that it will bring in around 2030.

Without money for the horrendously expensive infrastructure changes required to electrify private transport, how is it possible to make the switch? As far as the Political Unit can see, there is no serious investment being planned for the giant leap in increased electricity generation required to supply all the charging capacity needed. While estimates vary, an entire new fleet of power stations would be required (for practical and economic reasons, solar and wind power are non-starters in filling this gap on their own).

We'll have more to say about this as the UK's election year proceeds. We need to keep up the pressure and make sure that supporting a ban on the sale of new ICE motorcycles becomes an electoral nightmare for any party foolish enough to propose it. Please write to your MP and insist on clarity regarding whether they back or oppose a ban on the sale of new ICE vehicles. Let us know what you learn.

Lembit meets more London Mayoral candidates and their teams

Lembit Öpik has held meetings with a number of independent and other candidates in the London Mayoral election in May 2024. At time of writing, it seems at least three candidates are opposed to the ludicrously discriminatory policies and taxes being levelled against road users by the Labour Mayor, Sadiq Khan. It is to be hoped that there is such opposition to Khan's antics when it comes to petrol and diesel machines, especially older ones, that there is some kind of retreat from these excessive costs and restrictions against bikers and others.

The Mayoral (and Greater London Assembly) election is our chance to be heard. If Khan wins again, there's a real danger that London will become a disaster area for anyone with an older motorcycle or car, as well as an unaffordable destination for those who can't afford expensive (and unreliable) public transport.

European federation in talks with MAG over petrol ban

The Federation of European Motorcyclists' Associations (FEMA) has been locked in high level discussions about opposition to the ban on petrol powered motorcycles. For reasons that aren't immediately obvious, FEMA seems hesitant to clearly and

public state their opposition to the phasing out of petrol-powered machines. MAG has an unequivocal policy of opposing the petrol engine ban.

We continue to discuss this matter, with the Chair and Deputy Chair involved, and MAG's Political Unit in support. A decision must be made by FEMA in the months ahead, and MAG will then know how to proceed in its relationship with FEMA. Note that 93% of European motorcyclists (in a survey conducted by FEMA itself) oppose the petrol ban.

Resurface Our Roads campaign - a focus in March

As part of the Resurface Our Roads Campaign, Colin Brown and David Craik met National Highways at the West Midlands Regional Operations Centre to discuss their approach to maintaining the strategic road network. The meeting was open and NH were keen to develop the dialogue further. There will be a follow up meeting in March so stand by for more news on that front.

MAG will also be investigating surface dressing. Colin Brown and David Craik will be meeting CEO of The Road Surface Treatments Association, Paul Boss, in March at their offices in Wolverhampton. We can take up to 4 interested members along to this meeting, so if you are interested and free to attend on 25th March, please email Colin on cbrown@mag-uk.org. We will be filming a presentation and David will be interviewing Mr Boss so look out for a YouTube video following that meeting.

The Asphalt Industry Association will be publishing its 2024 ALARM Report in mid-March, and MAG will be launching a nationwide search for the best performing councils so that we can scrutinise and highlight best practice when it comes to spending the £8.3b of extra funds being made available by central government.

Fight Motorcycle Theft Pledge Campaign off the ground

MAG's campaign for the May elections of Police and Crime Commissioners is off the ground and gaining momentum. At time of writing, we already have four candidates that have made the pledge and more asking for conversations about the issue and the pledge. It has been tricky to create an immediate rush to make the pledge as many candidates have not yet formally declared and some incumbents are not standing for re-election. Couple that with arguments in the West Midlands over the proposed absorption of the role into the West Midlands Mayor's role, and it has been a frustrating start. The candidates that have so far made the pledge are:

- Keith Tordoff (candidate for York and North Yorkshire Mayor which takes on the PCC role this year - <https://keithtordoff4mayor.co.uk/>)
- Howard Cox (candidate for London Mayor - <https://www.cox4london.uk/>)

- Tim Bearder (candidate for Thames Valley PCC - <https://www.facebook.com/TimBearderUK/>)
- Rory Palmer (candidate for Leicestershire PCC - <https://www.facebook.com/RoryPalmerUK/>)

Help us to keep the pressure on by letting us know of any declared candidates for your local force so that we can send them the details of the pledge. Please make sure you get in touch with any candidates that make the pledge to start building relationships which could prove very valuable after the elections on 2nd May. And of course, be sure to cast your vote on 2nd May.

London Fight Motorcycle Theft Meeting

The London Fight Motorcycle Theft meeting will have taken place by the time you read this, but after this is written.

The latest in the sequence of public meetings designed to push motorcycle theft up the political agenda, the London meeting will take place at City Hall on 26th February. This will probably be the last such meeting before the PCC elections in May, but we hope that post-election there will be a host of opportunities to continue this work with many more forces.

CEBR/DfT readout

In October 2022 the CEBR report “Economic impacts of the 2030 – 2040 bans on the sale of fossil fuel vehicles” revealed that the economic impact of the ban on ICE vehicle sales will be five times higher than any economic benefits. The report concluded, using the Government’s own methodology for calculating costs this policy will cost the average household £14,700.

The DfT were quick to deny the validity of the report’s findings despite not providing a complete cost benefit analysis of their own. The DfT’s released cost benefit analysis for the ZEV mandate stated that it had not considered all the costs.

Since then MAG has been working to push a showdown between the CEBR report authors and the DfT. It was agreed that a meeting would take place and that MAG would be furnished with a readout (agreed by both sides) of the outcome of the meeting. After much chasing the meeting finally happened in October 2023, but the promised readout had to be chased. Below is the final statement that we received in late January:

'In October 2023, DfT analysts met with analysts from CEBR to better understand the differences between CEBR's report covering the 'Economic impacts of the 2030-2040 bans on the sale of fossil fuel vehicles', and with DfT's Zero Emission Vehicle Cost Benefit Analysis.

The focus of this discussion centred around the differences in policy scope, modelling methodologies, assumptions (and our justifications), and evidence sources. We concluded:

- Both pieces of analysis are assessing different policies. DfT analysis focussed solely on the ZEV mandate regulation for cars and vans, while the CEBR analysis covered all road vehicles and included their announced respective phase-out dates.
- DfT's methodology utilises a complex modelling platform, consisting of several different interconnected components for estimating vehicle, infrastructure and energy impacts. CEBR have utilised a different methodology, drawing on an alternative external evidence base and assumptions to fill modelling gaps where necessary (for example relating to vehicle capital cost projections). There are also differences in the range of impacts assessed, and the time period over which they're quantified.
- There are key differences in assumptions used within the modelling (for example, DfT model battery cost reductions and CEBR assume battery costs do not fall; or, DfT assume fuel efficiency improvements to combustion vehicles in line with existing EU targets, while CEBR assume that vehicle manufacturers will over-achieve against these targets).

For any future CEBR road transport decarbonisation analysis, DfT analysts are happy to engage with CEBR and offer advice relating to assumptions and methodologies that are aligned with government analysis guidance.'

The conclusion seems to suggest that whilst there may be detailed assumptions that can be argued, the CEBR conclusion cannot be ignored, and is possibly more relevant than the DfT's published estimates. This news comes as top-level economists give evidence to the House of Lords Economic Affairs Committee stating that Net zero will be far more expensive than the public has so far been led to believe. <https://www.telegraph.co.uk/business/2024/02/20/net-zero-far-more-expensive-than-public-thinks-lord/>

MAG PRESS RELEASES

Will your PCC make the 'Fight Motorcycle Theft' Pledge?

(5/2/24)

The Motorcycle Action Group (MAG) has launched the Fight Motorcycle Theft Pledge ahead of May's Police and Crime Commissioner elections. MAG is pushing for motorcycle theft to be given the profile it deserves.

Riders can take advantage of elections for Police and Crime Commissioners (PCCs) coming on May 2nd this year. MAG intends to create accountability for performance against clear goals. It will achieve this by pushing all candidates to make the pledge as part of their election campaigns.

MAG research confirms what riders instinctively know - motorcyclists are disproportionately impacted by vehicle theft. A motorcycle owner is 11 times more likely to suffer theft of their vehicle than a car owner. Motorcycles constitute over a quarter of all reported vehicle theft despite being only 3% of the available targets for thieves.

MAG is asking all incumbent and candidate PCCs to make a clear, achievable and deliverable three-part pledge. Firstly, candidates will set a quantifiable four-year goal. Secondly, they will pledge to hold the relevant Chief Constable accountable for publishing progress towards the goal. Finally, they will pledge to work in partnership with all stakeholders on the issue.

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

"Those candidates who are prepared to make the Fight Motorcycle Theft Pledge are likely to win more motorcyclists' votes than those who don't. We are confident that the pledge is reasonable and deliverable, so there is little excuse for any candidate not to make it. After the elections we will have a firm basis for a clear measure of accountability. We all know politicians have a habit of making promises and then failing to deliver. Candidates who make the pledge will have a hard time forgetting it once they are elected: we will make sure of that. Every rider in the country can play their part in reducing motorcycle theft by asking PCC candidates if they have signed up to the Fight Motorcycle Theft Pledge."

Full details of the Fight Motorcycle Theft Pledge are available on the Fight Motorcycle Theft campaign page.

MAG will advertise which candidates make the pledge to help riders make informed decisions on polling day, May 2nd, 2024.

Successful Fight Motorcycle Theft public meeting tour reaches London. (6/2/24)

The Motorcycle Action Group (MAG) announces the latest in its Fight Motorcycle Theft public meeting tour. London's City Hall will be the venue for the meeting on 26th February 2024.

MAG laid on six successful Fight Motorcycle Theft Meetings last year for Kent, Hertfordshire, West Midlands, Greater Manchester, West Yorkshire and Humberside police force areas. The first meeting for 2024 is probably the last before forthcoming elections for Police and Crime Commissioners on 2nd May.

The meeting panel will include Sophie Linden, Deputy Mayor for Policing and Crime, a senior Metropolitan Police Officer and Motorcycle Industry Association CEO, Tony Campbell. Chairing the meeting will be MAG's Director of Campaigns & Political Engagement, Colin Brown.

As with previous meetings, riders will be able to raise their concerns and ask questions related to the motorcycle theft taking place in Greater London. MAG research showed that in 2021 there were over 7000 reported thefts of motorcycles in the region. This equates to 6% of all registered motorcycles in London. Motorcycles are ten times more likely to be stolen than a car in the nation's capital.

Colin Brown said:

"We thank the Deputy Mayor and the Mayors Office for Policing and Crime for working with us to put on this event at City Hall. Vehicle theft is an issue that disproportionately affects motorcyclists, and is an issue that rightly angers all of us. We hope that the meeting will allow the Deputy Mayor and others to appreciate the scale of the issues for riders. Hopefully it will lead to further partnership work to tackle this blight on the riding community."

The venue at City Hall has limited capacity and, for security reasons, this will be a ticketed event. Tickets will be free. Registration for tickets will open on Monday 12th February. An option to attend virtually is being explored: details will be available next week.

ENDS

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

Notes for editors:

Theft figures for London taken from MAG's Motorcycle Theft in Perspective report:

https://wiki.mag-uk.org/images/f/f4/Motorcycle_Theft_in_Perspective.pdf

Find the Facebook event here:

[https://www.facebook.com/events/7119568438110714?acontext=%7B%22event_action_history%22%3A\[%7D](https://www.facebook.com/events/7119568438110714?acontext=%7B%22event_action_history%22%3A[%7D)

DATE FOR YOUR DIARY. 28TH SEPTEMBER 2024. MAG'S ANNUAL GROUP CONFERENCE.

Getting politicians to talk about motorcycling is as easy as 1 down and 5 up!

Within the last week or so, I have met up with two Parliamentary Candidates for my constituency.

The first candidate was Josh MacAlister (Labour). He was door knocking on my estate and asking people their three main concerns. So I mentioned that I was a member of MAG and then I asked what was the Labour Party policy was on motorcycling?

He didn't have the answer but he did say that he will find out and agreed to have a sit down meeting with him at a later date.

The second candidate that I met up with tonight was David Surtees (Reform UK).

This time, I met up with him at an organised Reform UK meeting. I asked him if Reform UK had a national policy on motorcycling? David replied "I'm not sure but I will find out for you". He then added that he did like motorcycles and that Reform UK did oppose the Net Zero agenda.

So as I said earlier that campaigning was as easy as 1 down and 5 up, here are some pointers to help you.

1. Follow your MP on Social Media and ask them their party's policy on motorcycling.
2. Do the above with the Parliamentary Candidates for your constituency too. (That's how I found out about the Reform UK meeting).
3. If they come canvassing (door knocking) where you live? Ask them all about motorcycling.
4. If they are canvassing in your town centre? Go over and ask them about motorcycling.
5. And finally, keep on sending MAG template letters to your MP (and all parliamentary candidates when appropriate).

If all the motorcyclists in the UK did what they could above. We will then know what each political party stood for on motorcycling sooner rather than later.

#bikersarevoters

#sharesendshowmag

Michael Armstrong

MAG National Political Officer.



Fight Motorcycle Theft Pledge Campaign off the ground

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MAG Notice Board

Next
Network deadline
25th March

OPEN ROAD deadline
15th March



Elections are coming
Look in the
Campaigns
section
Use your vote to elect
a motorcycle friendly
Local MP and your
Mayor/Police & Crime
Commissioners
Fight Motorcycle Theft

Not received
issue 111
Open Road?
Contact the office
01926 844064

Parliament Recess Dates
Easter—26th March to 15th April
May Day—2nd to 7th May
Whitsun—23rd May to 3rd June

Into The Valley
Farmyard
Yorkshire Pudding
Tickets now on sale

Stormin' the Castle
On sale in March

FEMA

UN: motorcycles will be included in the cyber security management regulation

FEMA News: January 31, 2024



Motorcycles, scooters and electric bicycles with speed exceeding 25 km/h will be included in the scope of the UN Regulation No. 155 on cyber security and cyber security management.

Cybersecurity, within the context of road vehicles, is the protection of automotive electronic systems, communication networks, control algorithms, software, users, and underlying data from malicious attacks, damage, unauthorized access, or manipulation. The UNECE Cybersecurity regulation requires automotive manufacturers to establish cybersecurity measures to prevent cyber threats. This includes creating a management system, risk assessments, and continuous monitoring against potential vulnerabilities and threats.

The [UNECE](#) (United Nations Economic Commission for Europe) Working Party on Automated/Autonomous and Connected Vehicles decided to include motorcycles, scooters and electric bicycles with speed exceeding 25 km/h in the scope of the [UN Regulation No. 155](#) on cyber security and cyber security management.

In force since January 2021, UN Regulation 155 is applied in various regions of the world and covers passenger cars, trucks, and buses. Its purpose is to offer an international framework for the type approval of road vehicles with regard to cyber security. Following the review of the requirements in that regulation and their possible suitability to adequately address the specificities of motorcycles, the Working Group agreed to insert this vehicle category in the scope of UN Regulation 155, with support of the motorcycle industry.

The decision to extend the scope of UN Regulation 155 to motorcycles (vehicle category L) will be submitted to the UNECE-hosted World Forum for Harmonization of Vehicle Regulations (WP.29) for adoption in June 2024. National implementation roadmaps can deviate from that and can also have roadmaps with earlier milestones. It comes at a time when the motorcycle industry has already introduced complex assistance systems in powered two-wheelers, such as Adaptive Cruise Control and advanced connectivity. These developments are justifying the growing concerns about potential cyber risks for this type of vehicles. Furthermore, it comes in a context of increased regulation affecting the automotive industry, especially in

China, Europe and India, as well as regulations to ensure a risk-based identified minimum level of cybersecurity protection of all products with digital elements available in the market, such as the upcoming European Union Cyber Resilience Act.

[ACEM](#), the European association of motorcycle manufacturers, said: “We are thrilled to share a landmark achievement for the motorcycle industry. The agreement adopted at UNECE (Working Party on Automated/Autonomous and Connected Vehicles) recognizes the importance of robust cybersecurity measures in a more digitalized world. This regulatory extension reflects a collaborative effort in the industry, underscoring a shared commitment to rider safety and the ongoing advancement of two-wheeled vehicles. Furthermore, UNECE’s positive step aligns with global regulatory trends while setting a precedent for future advancements in the field, offering same level of cybersecurity protection for cars and motorcycles. This decision represents a testament to our commitment towards increased safety for riders and the progressive evolution of two, three and four-wheeled vehicles included in L-category. As the industry advances in line with digitalisation, our association remains at the forefront, ensuring that every technological stride is matched with appropriate safety and security standards.”

Written by [Wim Taal](#). Sources: UNECE, NHTSA & ACEM.

Top illustration by Wim Taal (AI). This article is subject to [FEMA’s copyright](#).

New President For FEMA

The members of FEMA elected a new President and three new members of the Board. FEMA’s Annual General Meeting took place in the Netherlands on Saturday 10 February.



The newly elected president Odd Terje Dovik from motorcyclists’ organisation NMCU Norway took over from Anna Zee who was president since 2015. Odd Terje thanked Anna for her many years of service, both in FEMA and in the British motorcyclists’ organisation **BMF**.

The new members of the Board are Eric Maldiney (**FFMC France**), Jari Kielinen (**SMOTO Finland**) and Michael Noonan (**IMA Ireland**). Board members Jesper Christensen (**SMC Sweden**) and Steinmar Gunnarsson (**BLS Iceland**) were re-elected.

FEMA also said goodbye to Board member Lene Michelsen and to FEMA treasurer Jim Freeman.

Austrian motorcyclists' organisation **Bikers' Voice – Die Stimme der Biker** rejoined FEMA and they are now a full member.



*Written by **Wim Taal**. Photography by Wim Taal. This article is subject to **FEMA's copyright**.*

MCIA

January L-Category (Scooters, Motorcycles & other light 3- & 4-wheel vehicles) Registration Statistics

MCIA News: 7th February 2024



MCIA has today published the market data for January 2024, for new motorcycle, scooter, and other L-Category vehicles.

The January market opened on a high note, with registrations +4.8%, this positive start to 2024 suggests a promising year ahead for the sector, with both internal combustion engine (ICE) & electric powertrains ahead of the

same period in 2023.

Scooters, modern classics, and adventure motorcycles are currently boasting the highest registration volumes in the early weeks of the year, highlighting the continued appeal, and need, for practical and versatile products that cater to both a commuter and leisure rider.

Tony Campbell, CEO of MCIA, said: "This positive start to 2024 is particularly encouraging given that both ICE and electric powertrains have seen year on year

growth. With fuel-conscious, and environmentally minded commuters, to those drawn to the freedom and exhilaration of open-road adventures enjoying the many benefits of powered two wheelers.

Defying the gloom of today's economy, motorcycles are offering a compelling economic proposition: fuel efficiency, lower upfront costs compared to cars, and reduced maintenance expenses. Add to that the agility and convenience they offer in congested urban environments, and it's easy to see why powered two wheelers are resonating with budget-conscious consumers, and those looking for freedom and adventure."

More details on the January registration figures can be [found here](#).

Please credit MCIA when quoting this information.

Notes for Editors:

MCIA is the body that represents the UK L-Category vehicle industry. L-Category vehicles can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined as 'L-Category' vehicles (Regulation 168/2013) and are a great solution to the congestion and air quality challenges we all face. They are also sometimes referred to as powered light vehicles (PLV).

For more information about the work of MCIA and L-Category vehicles, or to interview MCIA's CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk.

Highway Code changes “only as good as a universal understanding of them”

09.00 | 29 January 2024 | | [4 comments](#)



Half of drivers still feel unsure whether changes to the Highway Code – made two years ago – have made the roads safer for pedestrians, the findings of a new survey show.

At the heart of the changes, **which came into effect on 29 January 2022**, was the creation of a new hierarchy of road users. The hierarchy means drivers of quicker or heavier modes of travel have the greatest responsibility to reduce the danger they may pose.

One of the most notable changes advises drivers turning into or out of a junction to give way to pedestrians, cyclists and horse riders who are either crossing or are waiting to cross the road.

According to the survey, published as part of the RAC's Report on Motoring, 51% feel unsure if the Highway Code changes have made any difference – while only a fifth (18%) of respondents believe the new rules have increased pedestrian safety.

Meanwhile a third (31%) think pedestrians face even greater danger at junctions since the measures were published.

The RAC believes the message 'simply hasn't got through to drivers'. While Highway Code Rule 170 states drivers should give way to pedestrians when turning in or out of junctions, less than a quarter (23%) of respondents said they always do.

Nearly half (48%) say they give way most of the time but a fifth (19%) admit they don't stop very often while 6% never do.

When the same pool of respondents were asked if, as pedestrians, they notice other drivers stopping to give way, just 2% said they see others stop all the time, while two-thirds (65%) said drivers rarely or never stop for them.

Rod Dennis, RAC road safety spokesperson, said: “When initially introduced, we welcomed the major Highway Code changes because they were set to make the roads much safer for the most vulnerable users.

“However, two years on, it’s concerning to see there’s still so much uncertainty, with most drivers not stopping for people crossing when they should and therefore many pedestrians seeing no change to their safety at junctions.

“The updates are only as good as a universal understanding of them. If a driver turns into a junction as a pedestrian is crossing, it’s already too late, because that’s when confusion could turn into a collision.

“Part of the reason may be that drivers simply don’t know that the changes have been made, least of all the consequences of ignoring them.

“Most drivers probably rarely refer to the Highway Code once they’ve passed their tests, and that’s where the problem could lie. We urge motorists to take another close look at the changes. We’d also urge the Government to make another concerted effort in communicating the changes to all road users.”

The findings correlate with a report from the Government’s Public Accounts Committee which, in November 2023, declared that messaging around the changes had not been communicated effectively enough to encourage public participation.

Fed up with potholes? Help map the state of the UK’s roads to make things better



12th Feb 2024

With figures showing **drivers endured a third more pothole-related breakdowns last year compared to 2022**, the RAC has joined forces with the developers of a new free mobile app that captures the location of potholes and other road defects while you drive, so councils know exactly where the problems are that need fixing.

Stan – which is available for both Apple and Android devices – uses a smartphone’s in-built camera together with cutting-edge computer vision technology to automatically identify road defects, such as potholes, with remarkable accuracy. All of this is done safely with the phone in a cradle, meaning there is no need to interact with it.

The more drivers using the app, the more accurate a picture will be formed of just how bad some of the UK’s roads really are. Data collected by drivers is passed to councils in the hope they will prioritise road repairs more effectively. What’s more, the RAC will use this data, along with its own, to put pressure on councils to fix their roads and to argue for greater government spending on road maintenance. With RAC data showing **the cost of repairing a family car after hitting pothole can be as much as £460**, there’s never been a more urgent time for the roads to be brought up to a decent standard.

Over time, the data collected by drivers will allow anyone to check the condition of roads anywhere in the UK. Here is the latest map – roads marked red are in the worst state, and those in green are in the best state:

RAC head of policy Simon Williams said: “We already know the number of times our members break down as a result of hitting potholes every month, but now for the first time, drivers can play their part in creating a true picture of the state of the country’s roads just by having the Stan app running discreetly while they drive. Accurate data like this complements our own pothole-related breakdown information perfectly, and is invaluable to councils, policymakers and indeed the Government as it shows the true scale of the UK’s pothole problem.

“We encourage as many drivers as possible to download and use the app as it will help in our mission to get the roads we all depend on back up to a more acceptable standard.”

Drivers’ concern about the state of the roads – what the figures show

Last year, as in many previous years, the state of the country’s local roads – those that councils are responsible for – was drivers’ top overall motoring concern according to the **RAC Report on Motoring**. In fact, drivers’ anger with the state of these roads hit an eight-year high in 2023.

What’s more, the same research found that drivers believe the standard of local roads is deteriorating at an accelerating rate, as the chart below shows:

Find out more and start using the free app today by visiting the **Stan the App website**. The app has been developed by **Metricell**.

Please note: when you download and use the Stan app, you’ll be sharing data directly with Metricell rather than RAC and you’ll need to accept their terms and conditions.

FROM THE HOUSE

scooter : 1 Commons debate

[Business of the House](#)

22 Feb 2024

Nickie Aiken: E-bikes and e-scooters are becoming increasingly popular as a mode of transport, but I am concerned that last year London Fire Brigade attended 155 e-bike fires—an increase of 78% on 2022—and 28 blazes involving e-scooters. Three people have lost their lives and approximately 60 people have been injured in those fires. Will my right hon. Friend consider a debate in Government time on...

motorcycle : 1 Written Answer

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Fabian Hamilton: To ask the Secretary of State for Transport, with reference to the Motorcycle Industry Association's (MCIA) report entitled MCIA and Zemo partnership action plan scorecard: realising the full potential of zero emission powered light vehicles, published in January 2024, whether he has made an assessment of the implications for his policies of that report's evaluation of the Government's...

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[Written Answers - Department for Transport: Motorcycles: Driving Licences](#)

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**WEBSITES AND ON-LINE CONTENT YOU MAY WISH
TO VISIT**

UK 'on brink of being plunged into darkness with widespread blackouts' (msn.com)

EDM 324: tabled on 26 January 2024 Michael Dunlop

<https://edm.parliament.uk/early-day-motion/61812>

AQNB: City of Edinburgh Council take more steps to reduce 'vehicle dominance'

<https://airqualitynews.com/local-government/city-of-edinburgh-council-take-more-steps-to-reduce-vehicle-dominance/>

RAC: Edinburgh introduces pavement parking ban with a £100 fine for drivers

<https://www.rac.co.uk/drive/news/motoring-news/edinburgh-introduces-pavement-parking-ban-with-a-100-fine-for-drivers/>

Official statistics announcement: Driver and rider testing and instructor statistics:

October to December 2023 (Last updated: 13 February 2024)

<https://www.gov.uk/government/statistics/announcements/driver-and-rider-testing-and-instructor-statistics-october-to-december-2023>

Open call for evidence: Home Office type approval of road traffic law enforcement devices (Last updated: 1 February 2024)

<https://www.gov.uk/government/calls-for-evidence/home-office-type-approval-of-road-traffic-law-enforcement-devices>

News story: Government launches review of DVSA to strengthen agency for the future

<https://www.gov.uk/government/news/government-launches-review-of-dvsa-to-strengthen-agency-for-the-future>

RAC: Sharpe rise in fixed penalty notices issued over changes made to Highway code over two years ago

https://www.rac.co.uk/drive/news/motoring-news/sharp-rise-in-fixed-penalty-notices-over-changes-made-to-highway-code/#google_vignette

CAV: New UN regulation paves the way for the roll-out of additional driver assistance systems

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

CAV: Driver Monitoring Systems

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

RAC: Majority of drivers want to see the end of parking apps

<https://www.rac.co.uk/drive/news/motoring-news/majority-of-drivers-want-to-see-the-end-of-parking-apps/>

RAC-F: Joining the data dots to reduce road deaths

<https://www.racfoundation.org/media-centre/joining-the-data-dots-to-reduce-road-deaths>

Guidance: Covered car parks: fire safety guidance for electric vehicles (Last updated: 8 February 2024)

<https://www.gov.uk/government/publications/covered-car-parks-fire-safety-guidance-for-electric-vehicles>

London: Mayor urged to investigate ULEZ fines for EU citizens

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london->

[assembly-press-releases/mayor-urged-investigate-ulez-fines-eu-citizens](#)

LGA: Pavement parking powers needed now, councils urge

<https://www.local.gov.uk/about/news/pavement-parking-powers-needed-now-councils-urge>

Policy paper: Automated Vehicles Bill 2023 (Last updated: 16 February 2024)

<https://www.gov.uk/government/publications/automated-vehicles-bill-2023>

RAC-F: More than one in six jobs require applicants to be able to drive

<https://www.racfoundation.org/media-centre/more-than-one-in-six-jobs-require-applicants-to-be-able-to-drive>

ETSC: MEPs threaten road safety with increase of longer and heavier lorries

<https://etsc.eu/meps-threaten-road-safety-with-increase-of-longer-and-heavier-lorries/>

RSGB: Calls to allow officers to ban drug and drink-drivers at the roadside

<https://roadsafetygb.org.uk/news/calls-to-allow-officers-to-ban-drug-and-drink-drivers-at-the-roadside/>

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