



# Network

## April 2025

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

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**ACKNOWLEDGEMENTS:- George Legg. Colin Brown. Jayne Souter. Louis Williams. MCIA. FEMA. ACEM. NMC. And anyone else I've forgotten**

### EDITORIAL

This month I want to use my editorial to remember one of the greatest Activists and all round nice guys in motorcycling I've ever met, Simon Milward.

It was 20 years ago last month – March 2005 – that we heard of the tragic accident in Africa that took Simon's life. He was only 40 years old but, wow, did he pack a lot into those 40 years.

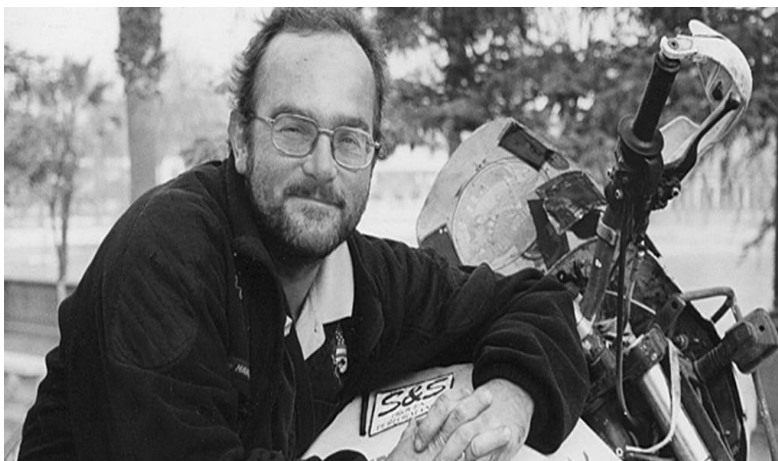
Active and a Rep in MAG South West for many years but when MAG decided, due to the threat to motorcycling coming from the EU, it was necessary to open an office in Brussels to have someone on the ground and following Frank Pearson when Frank returned to GB from the Brussels office Simon packed his kit and off he went and the then Federation of European Motorcyclists (FEM) was born.

Such was Simon's dedication his bedroom was the office floor. I witnessed the respect Simon had from EU personnel and I guarantee he is the only person you will see walking into the European Parliament in his black jeans, tee shirt and leather waistcoat being greeted by MEPs and staff alike with a smile and a handshake such was Simon's endearing personality and the respect he commanded in a quiet manner.

However, my best memory of him was at a huge Rally MAG put on, I think at Donnington (I know Blondie was the headline act) but not sure of the significant year. This included track time for those who wanted to hoon around the circuit.

Harley had lent Simon a Buell – not probably their wisest move – but he loved it. I forget how many times he threw it down the track but by the time the weekend was over the bike was held together with all sorts of stuff and each time I passed him the smile on his face when he said 'I've thrown it down the road Anne' was immense. He had that Buell for quite a while and the bits holding it together stayed in situ for the duration.

Many of you will have your own memories, this is just one.



Photograph by FEMA.

See you next time round except to say the news is full of the PM giving Councils an ultimatum for action on potholes, I wonder if anyone has pointed out to him the self healing tarmac featured in March's edition of Network.

Ride free, AG

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**Please submit copy for the May edition of Network by 25<sup>th</sup> April. To [aineg@mag-uk.org](mailto:aineg@mag-uk.org). Subject heading:- Network**

## **CAMPAIGNS REPORT – COLIN BROWN**

**Nothing was ever achieved without sustained hard work. Overnight success normally only comes after years of effort. We predicted the early pushback on the bus lanes petition, but we won't be accepting that as the end of it. More importantly we cannot afford the rapidly approaching crossroads in the future of motorcycling to end in a trip to intensive care. Colin Brown reports on a month of activity and forthcoming opportunities.**

### **Bus Lane Petition - the first test.**

As expected, we passed the 10,000-signature mark for the bus lane petition relatively easily. The written response came with no surprises. As predicted, they repeated the lame arguments from the consultation outcome.

We are therefore not phased by this in any way, though it does mean we must face the challenge of overcoming the riding community's apathy towards the petition. Since hitting the 10k milestone, rates of signatories have slumped, and we have only found 5k in weeks two and three. No doubt many will now take the written response as evidence of the futility of signing. That is exactly what they want.

If this campaign was relying only on a petition, all those nay-sayers would probably be right, but of course the 100k signature target is simply the enabler for the real potential of the campaign to be realised.

Please sign the petition if you have not already done so. If you have signed set yourself a goal to persuade 10 other people to sign it. They don't have to be riders and there should be the name of at least one MP in your target list.

Specifically ask your MP to sign and promote the petition. If as some have already found they simply point to the lame arguments of the consultation outcome, or now the written response, write back to them with the reasons why those arguments are wrong. If you are feeling sassy, ask them to explain why they are not signing and give their reasons for not caring about your welfare.

A default policy for motorcycles in bus lanes would also benefit wider society. For example, MAG member Gordon Williams points out that default access would mean council tax payers money would not be used in more local consultations and trials to prove what we already know, leaving money in depleted coffers for other things more important to the community.

Get creative – persuade anyone you meet that they need to sign the petition.

The petition is here: <https://petition.parliament.uk/petitions/712763>

MAG's rebuttal of all the usual arguments against default a policy is here: [https://wiki.mag-uk.org/images/c/ce/Why the motorcycles in bus lanes consultation outcome needs to be reversed.pdf](https://wiki.mag-uk.org/images/c/ce/Why_the_motorcycles_in_bus_lanes_consultation_outcome_needs_to_be_reversed.pdf)

## Riders Resistance

**Many have been asking for direct action – well here it is. The weekend of 5<sup>th</sup> /6<sup>th</sup> July is Riders Resistance Weekend. We are working on organising demonstration rides in all four nations and multiple regions.**

The future of motorcycling could well depend on your support for these events. I will leave it to the individual regions to announce their events as plans progress.

In the meantime, you can help by contacting your local or regional rep to find out what is happening and offering your support. Things like this can only happen with a massive amount of effort. As usual this work will fall on the shoulders of a tiny number of individuals. If you are willing to do anything to help spread the load, please step forward now.

We also need to reach out to the entire riding community. Motorcycling is approaching a crossroads. Too many riders are failing to spot the policy car pulling into that junction. The driver is going to be heard saying Sorry Mate I Didn't See You. Whether that driver really failed to see us or has deliberately pulled into our path will be an academic question to ask on the way to intensive care. But whatever the answer, we will still be on the way to intensive care if we don't act now. If motorcycling is to survive this encounter, we need to sound the horn increase our visibility and prepare to swerve round this mobile roadblock if the driver slams on the anchors in the middle of the road.

Riders Resistance Weekend is our chance to make a stand. To fight for our future. To push back against policies that threaten our way of life.

We have the facts on our side. We have the passion. Now we need the action.

## Are you in?

### Update on March's opportunities

I took several opportunities to push the bus lanes campaign in March. Discussions were opened with Transport Scotland, the new West Midlands Road Safety Commissioner, Portsmouth City Council, Hampshire County Council and I have been pushing hard for meetings with TfL. TfL are still delaying, but I will be keeping at them.

I attended the Milton Keynes workshop for the Integrated Transport Strategy – you can see a full article in the coming issue of Open Road

### Upcoming opportunities in the month ahead

In April I have been invited to attend a “DVSA 5 Year Strategy workshop - Rider services”. Sounds big and important, but we will see.

I will be going to the Welsh Senedd for a stakeholder workshop to discuss the future of road safety in Wales. I am sure I will have plenty to say there.

Later in the month I am off to MCIA HQ in Coventry for the Motorcycle Crime Reduction Group meeting. Wish me luck!

There is also a National Highways Road Safety Panel Comms Working Group meeting in the diary. COLIN BROWN

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## MAG PRESS RELEASES

### **Weekend of Action to win a future for motorcycling**

The Motorcycle Action Group (MAG) has announced that 5th and 6th July will be marked as Riders' Resistance Weekend, a two-day national event with demonstrations across the UK. Motorcyclists from all regions are called to unite and raise their voices in opposition to the continued threat of a government ban on the sale of new conventional internal combustion engine (ICE) motorcycles.

This weekend of action is in direct response to growing anger within the motorcycling community. The Government's continued dismissal of riders' concerns, and especially its plans to phase out the sale of petrol-powered bikes,

has sparked widespread frustration. MAG is organising regional demonstrations throughout the UK to give riders a powerful opportunity to take a stand.

The key grievance driving this movement is the Government's proposal to end the sale of new conventional ICE motorcycles, which has been a major concern for riders who believe this move will severely damage the motorcycling culture, economy, and industry.

MAG Chair, Neil Liversidge, spoke out against the Government's plans, stating:

**"Bikers across the UK are outraged by the Government's blatant disregard for motorcycling. The proposal to ban the sale of petrol-powered motorcycles is an attack on riders, and MAG is determined to fight it every step of the way. This is the issue that has united motorcyclists—this is about protecting our future. We're giving riders the chance to take their protest out of the digital world and into the streets, where it truly counts."**

Riders' Resistance is not only a direct response to the Government's harmful proposals, but it also serves as a necessary pre-cursor to broader efforts to ensure motorcycling is accepted and actively encouraged as a vital part of the UK's transport landscape. The resistance is our rallying cry, a first step in pushing for policies that recognise the value of motorcycling, its positive impact on mobility, and the environment. Through these actions we demand a future where motorcycling is embraced, supported, and integrated into sustainable transport planning.

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

**"Policymakers remain unconvinced that there is a true demand for the solutions and policies we campaign for. It's time for riders to show them how wrong they are. The Government cannot continue to ignore the needs and voices of the riding community—we must stand together and demonstrate the undeniable demand for a future that includes and supports motorcycling."**

Riders will take part in demonstrations in all four nations of the UK, with events planned across a variety of regions. Details for local rides will be shared via MAG's regional and local communications channels, and riders who don't have an event in their area are encouraged to organise their own.

This is more than just a protest; it's Riders' Resistance—a movement to preserve the future of motorcycling in the UK, and a critical step towards the long-term acceptance and encouragement of our community. Join us for these two crucial days of action on 5th and 6th July and make your voice heard!

**ENDS.** The Motorcycle Action Group Limited. Tel: 03300 560 886. [www.mag-uk.org](http://www.mag-uk.org)  
**Contact MAG at 03300 560 886 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)**

This press release can also be viewed and shared directly from the MAG website:  
<https://mag-uk.org/riders-resistance-weekend/>



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For all the latest news and updates follow MAG on socials



## **Bus lane petition written response: no surprise and will not stop us**

The Department for Transport (DfT) has today published the predictable and expected written response. MAG says the response is no surprise and will not stop us. It should serve as motivation to collect 100,000 signatures.

The Motorcycle Action Group (MAG) was expecting the negative written response triggered by the petition reaching 10,000 signatures. The Department has repeated claims that “Local authorities are best placed to understand the needs of their local road networks”. A default policy does not impact local authority autonomy. They also state that “Research on the potential safety impacts for cyclists, and the impact on bus services would be needed to form the evidence base for any change in policy.” But the Department has previously ruled out any intention to do such research.

Petition author, and MAG’s Director of Campaigns & Political Engagement said:

“The Department has once again displayed its total lack of interest in the welfare of riders. We are not in the least surprised by this, and it is exactly why we will not let this drop. We ask all riders to continue signing and promoting the petition until we pass the 100,000-signature goal we set from the outset. Riders have a choice – they can either roll over at the first sign of rejection - accept that they don’t matter; or they can sign the petition and send a strong message to the Government. What choice will they make? I hope it is the right one.”

MAG will continue to promote the petition as well as its programme of work to get this outcome reversed. You can sign the petition here:

<https://petition.parliament.uk/petitions/712763>

MAG thanks IAM RoadSmart, BMF, NMC and others for their support in getting the petition past the 10,000 signatures. But MAG is also asking whether politicians will stand with riders and publicly support the petition.

The motorcycle press is also being urged to actively support the petition rather than just reporting its existence.

Change and progress don't come without effort. Now is the time to put the effort in.

### Notes for Editors

The Government petition can be found here:  
<https://petition.parliament.uk/petitions/712763>

The full motorcycles in bus lanes consultation outcome can be found here:  
<https://www.gov.uk/government/consultations/motorcycles-in-bus-lanes/outcome/motorcycles-in-bus-lanes-consultation-outcome>

The extended version of the petition can be found here: [https://wiki.mag-uk.org/images/f/fd/Default\\_bus\\_lane\\_access\\_petition\\_full\\_text.pdf](https://wiki.mag-uk.org/images/f/fd/Default_bus_lane_access_petition_full_text.pdf)

**MAG's analysis of the consultation responses can be found here:**  
[https://wiki.mag-uk.org/images/7/79/Motorcycles\\_in\\_bus\\_lanes\\_consultation\\_responses\\_-\\_MAG%27s\\_analysis.pdf](https://wiki.mag-uk.org/images/7/79/Motorcycles_in_bus_lanes_consultation_responses_-_MAG%27s_analysis.pdf)

**MAG's rebuttal to the consultation outcome justifications can be found here:**  
[https://wiki.mag-uk.org/images/c/ce/Why\\_the\\_motorcycles\\_in\\_bus\\_lanes\\_consultation\\_outcome\\_needs\\_to\\_be\\_reversed.pdf](https://wiki.mag-uk.org/images/c/ce/Why_the_motorcycles_in_bus_lanes_consultation_outcome_needs_to_be_reversed.pdf)

**Government refusal to carry out research can be seen here:** <https://questions-statements.parliament.uk/written-questions/detail/2024-12-10/hl3357>

**Details of MAG's programme of work to complement the petition can be found here:** <https://mag-uk.org/let-us-in/>

**This Press Release can also be found and shared from the MAG website here:**  
<https://mag-uk.org/bus-lane-petition-written-response/>

## **MAG calls for better solutions for speed management in Scotland**

**The Motorcycle Action Group's response to the Scottish National Speed Management Review Consultation calls for better solutions for speed management. The response opposes a blanket 50mph rural speed limit.**

MAG asks for a more effective approach to tackling the issues around inappropriate speeds on Scotland's rural roads. The response points out that this is not support for inappropriate or unsafe speeds, but a call for a better thought-out response to the issue.



MAG promotes a Welcoming Roads approach to road safety in which use of the roads is both safe and enjoyable. Whilst there are undeniably issues with poor behaviours by some road users, MAG argues that a blanket restriction leads to a backlash as demonstrated by the enormous petition response opposing the Welsh urban 20mph default.

MAG is calling for solutions including increased roads policing in the form of traffic officers with the ability to use discretion as opposed to camera enforcement. Further suggestions include better road design to signal appropriate speeds, and potential consideration of variable speed limits that are aligned with the circumstances such as poor weather conditions. An important suggestion is better training for drivers so that they can better manage risk using the Speed, Surprise, Space model.

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

"I find it disappointing that the consultation frames this as a choice between doing nothing or a blanket speed limit reduction for cars and motorcycles. There are other options and keeping the 60mph NSL does not imply there is nothing else to do. We do not deny the need to tackle poor behaviours. But by inappropriate reduction of a national rural speed limit, most compliant road users will feel victimised for safe behaviour while the worst offenders will continue to offend. If you don't comply with a 60mph limit, why will a 50mph limit change your behaviour?"

On the question of raising the HGV limit MAG has supported this element. Reducing the speed differential between HGVs and other vehicles reduces the need for overtakes and reduces frustration in situations where overtakes are not safe.

The full MAG response can be found here: [https://wiki.mag-uk.org/images/2/2c/Scottish National Speed Management Review Consultation Response.pdf](https://wiki.mag-uk.org/images/2/2c/Scottish_National_Speed_Management_Review_Consultation_Response.pdf)

ENDS

## **Over 10,000 support new bus lane petition in first week**

**Over 10,000 people have supported MAG's new bus lane petition in its first week. The Government will produce a written response soon, but MAG warns that it is likely to be dismissive.**

MAG launched the petition on Monday 3<sup>rd</sup> March, and it has attracted over 10,000 signatures in its first week. At this point a written response is a given. MAG is warning the 10,000 supporters that the response is likely to repeat the outcome of last year's consultation. MAG's Director of Campaigns & Political Engagement, Colin Brown, has said that a dismissive response is entirely expected. We will not allow this to put off further people from signing the petition.

Colin said:

"I am delighted by the level of support for the petition in its first week. I have said from the start that the initial written response is most likely to be negative. This

should not concern us in the slightest. Our target is the 100,000-signature mark which should trigger a Parliamentary debate. This is where we will have the opportunity to get the result we are looking for.”

MAG is also laying out a programme of activity to run in parallel with the petition.

1. Help us make more riders aware of and to sign the petition. We need at least 100,000 signatures.
2. Contact your local MP to ask if they will speak in favour of default access at the hoped for debate.
3. Put pressure on the Department for Transport (DfT) to invite MAG to collaborate on the promised revised bus lane guidance document.
4. Ask the DfT what action it plans to take to work with Metro Mayors, Transport for London and others to deliver consistent bus lane access.
5. Put every local authority on notice that they will need to comply with the new guidance.

Colin said:

“This campaign is far more than just a petition. If we want the best outcome we cannot simply rely on signatures; we need action. MAG is already working behind the scenes on this five-step plan. Every rider, every organisation and the media can help achieve this win by playing their part. A simple email to your MP or local councillor will join others if you take the time to do it. If you have more time why not speak to them face-to-face for a more direct conversation? I have yet to meet anyone who can understand how the consultation outcome bears any relation to the responses. We need to correct this Government misstep and get this policy change over the line.”

We *can* get this across the line. With your help we *will* get this across the line.

ENDS

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## **MAG says don't treat new ALARM report as a joke**

**The Motorcycle Action Group (MAG) is asking politicians not to treat the 2025 ALARM report as a joke. Following vacuous debate of the issue on the BBC's Question Time programme, the AIA's 30<sup>th</sup> ALARM report reveals the depth of the issue**

The BBC's topical debate programme Question Time took on potholes for the first time on 13<sup>th</sup> March. Filmed in Wolverhampton the producers devoted a mere seven minutes for the discussion despite admissions that the question comes up every week.

Labour MP Emma Reynolds admitted that this question is raised continually by voters on the doorsteps. Reynolds said: "We're investing £1.6 billion to ensure we fill these potholes, and we give the councils the resources they need to do that."

When asked: when can we expect to see an improvement? she said, "Very soon." And despite derision from audience and being challenged by another panellist that a lot of Councils are having their budgets cut, she claimed "Well we are giving them additional funding to fill the potholes".

Fiona Bruce asked, "Is it hypothecated to potholes?", but Emma Reynolds did not know.

Conservative MP Luke Evans joked about a guy on TikTok who plants flowers in potholes and pointed out that if people care about potholes, then we have local elections coming up. He also pointed out that it is "a trendy thing when elections come up to have pothole funding".

The ALARM report published today by the Asphalt Industry Association shows one in every six miles of the local road network – equivalent to 34,600 miles – has less than five years' structural life remaining. Roads are only resurfaced, on average, once every 93 years and 94% of local authority highway teams report that, in their opinion, there has been no improvement to their local network over the last year. Local authorities say they need their budgets to more than double for the next five to ten years if they are going to be able to make any lasting improvements to the condition and resilience of the network.

Over the past three decades ALARM has reported a consistent pattern of short-term cash injections, followed by longer periods of underfunding.

David Giles, Chair of the Asphalt Industry Alliance, says there needs to be a complete change in mindset away from short-term to long-term funding commitments.

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

"It is rarely mentioned that motorcyclists are the road users placed at most risk by poor road surface condition. Voting in a new local councillor is not going to make any difference to the problem if they do not have more funds to spend. Long term

underfunding is to blame, and we need MPs and a Government that is prepared to do what is necessary rather than having a laugh and deflecting attention from their choice to allow our road network to crumble. Let's be clear - it is their choice. And we are not finding their jokes amusing."

ENDS

### **Notes for Editors**

The 2025 ALARM Report can be found here: <https://www.asphaltuk.org/wp-content/uploads/ALARM-survey-2025.pdf>

Details of MAG's Resurface Our Roads campaign can be found here: <https://mag-uk.org/resurface-our-roads/>

Find the AIA ALARM 2025 Press Release here: <https://www.asphaltuk.org/wp-content/uploads/ALARM-2025-National-press-release.pdf>

This Press Release can also be found and shared from the MAG website here: <https://mag-uk.org/mag-says-dont-treat-new-alarm-report-as-a-joke/>

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## **Prime minister sets out pothole challenge to local authorities**

Road Safety GB; 24 March 2025



**Ahead of the delivery of £1.6 billion in funding to repair roads and fix potholes, the prime minister has thrown down the gauntlet to local authorities.**

From mid-April, local authorities in England will start to receive their share of the record investment – which includes an extra £500 million – described as enough to fill 7 million potholes a year.

But to get the full amount, it has been announced today (24 March) that all

councils [must publish annual progress reports](#) and prove public confidence in their work.

They must publish reports on their websites by 30 June 2025, detailing how much they are spending, how many potholes they have filled, what percentage of their roads are in what condition, and how they are minimising streetworks disruption.

They will also be required to show how they are spending more on long-term preventative maintenance programmes and that they have robust plans for the wetter winters the country is experiencing – making potholes worse.

By the end of October, councils must also show they are ensuring communities have their say on what work they should be doing, and where. The public can also help battle back against pothole ridden roads by reporting them to their local council, via a dedicated online portal.

Local authorities who fail to meet these strict conditions could see as much as 25% of the additional £500 million of funding withheld.

Sir Keir Starmer said: “The broken roads we inherited are not only risking lives but also cost working families, drivers and businesses hundreds – if not thousands of pounds – in avoidable vehicle repairs.

“Fixing the basic infrastructure this country relies on is central to delivering national renewal, improving living standards and securing Britain’s future through our Plan for Change.

“British people are bored of seeing their politicians aimlessly pointing at potholes with no real plan to fix them. That ends with us. We’ve done our part by handing councils the cash and certainty they need – now it’s up to them to get on with the job, put that money to use and prove they’re delivering for their communities.”



# Tariffs on steel will hurt the motorcycle community

FEMA News: March 12, 2025



In response to the imposition of new US tariffs on EU steel and aluminium imports, the European Commission has launched countermeasures on US imports into the EU.

In response to new US tariffs affecting more than €18 billion of EU exports, the Commission is putting forward a package of new countermeasures on US exports. They will come into force by mid-April, following consultation of Member States and stakeholders. In total, the [EU countermeasures](#) could therefore apply to US goods exports worth up to €26 billion, matching the economic scope of the US tariffs.

On the [list of products](#) which could be subject to possible measures are:

- Motorcycles, incl. mopeds, with reciprocating internal combustion piston engine of a cylinder capacity  $\leq 50 \text{ cm}^3$
- Scooters of cylinder capacity  $> 50 \text{ cm}^3$  but  $\leq 250 \text{ cm}^3$
- Motorcycles, incl. mopeds, with reciprocating internal combustion piston engine of a cylinder capacity  $> 50 \text{ cm}^3$  but  $\leq 125 \text{ cm}^3$  (excl. scooters)
- Motorcycles, incl. mopeds, with reciprocating internal combustion piston engine of a cylinder capacity  $> 125 \text{ cm}^3$  to  $250 \text{ cm}^3$  (excl. scooters)
- Motorcycles, incl. mopeds, with reciprocating internal combustion piston engine of a cylinder capacity  $> 250 \text{ cm}^3$  to  $380 \text{ cm}^3$
- Motorcycles, incl. mopeds, with reciprocating internal combustion piston engine of a cylinder capacity  $> 380 \text{ cm}^3$  to  $500 \text{ cm}^3$
- Motorcycles, incl. mopeds, and cycles fitted with an auxiliary motor, with electric motor for propulsion (excl. bicycles, tricycles and quadricycles, with pedal assistance, with a continuous rated power  $\leq 250 \text{ w}$ )
- Motorcycles, incl. mopeds, and cycles fitted with an auxiliary motor and side cars for motorcycles (excl. electric or with reciprocating internal combustion piston engine)

President of the European Commission, Ursula von der Leyen, said: “The trade relations between the European Union and the US are the biggest in the world. They have brought prosperity and security to millions of people, and trade has created millions of jobs on both sides of the Atlantic. As of this morning the United States is applying a 25% tariff on imports of steel and aluminium. We deeply regret this measure. Tariffs are taxes. They are bad for business, and even worse for consumers. These tariffs are disrupting supply chains. They bring uncertainty for the economy. Jobs are at stake. Prices will go up. In Europe and in the United States. The European Union must act to protect consumers and business. The

countermeasures we take today are strong but proportionate. As the US are applying tariffs worth 28 billion dollars, we are responding with countermeasures worth €26 billion. This matches the economic scope of the US tariffs. Our countermeasures will be introduced in two steps. Starting with 1 April and fully in place as of 13 April. In the meantime, we will always remain open to negotiation. We firmly believe that in a world fraught with geopolitical and economic uncertainties, it is not in our common interest to burden our economies with tariffs. We are ready to engage in meaningful dialogue.”



Wim Taal, FEMA's General Secretary: “FEMA has repeatedly explained that imposing sanctions or import taxes on motorcycles will not just hurt Americans and American industry, it will also hurt European motorcycle businesses, their workers and the families of those workers. People could lose their jobs and families could lose their income if motorcycles from the US become too expensive to sell. The motorcycle community is a global community and needs free trade and free movement of people and goods. We do not need to be involved in fights between governmental bodies.”

Source: European Commission

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Top photograph courtesy of Harley-Davidson (flag by Carsten Reisinger)

## New anti-tampering rules for replacement motorcycle exhausts

FEMA News: March 18, 2025



The European association of motorcycle manufacturers ACEM welcomes the new anti-tampering provisions for the non-original replacement exhaust silencing systems for motorcycles.

[ACEM](#) acknowledges the concerns of citizens, policymakers and regulators regarding the impact of noise on daily life. Motorcycle sound emissions have been regulated in the EU for decades, with maximum permitted levels defined through European type-approval requirements since the 1990s. In 2023, ACEM, in collaboration with the aftermarket exhaust industry players and the International Motorcycle Manufacturers' Association ([IMMA](#)), published a set of guidelines supported by several European stakeholders to address these concerns. These guidelines have further contributed to the discussions leading to the [newly adopted anti-tampering provisions](#) by the UN Contacting Parties.

‘Any ambition to reduce limits by 5dB is a scenario that is simply unrealistic.’



Antonio Perlot, ACEM Secretary General, said: “The adoption of the new anti-tampering provisions marks an important step in ensuring that motorcycle non-original replacement exhaust systems meet the current regulatory standards. This positive step ahead will reinforce measures against excessive noise addressing concerns raised by citizens and policymakers. ACEM remains committed to supporting harmonised implementation, working alongside authorities and industry stakeholders to ensure compliance and preserve responsible motorcycling.”



Olea Anett Kvalsvik, FEMA President: “A small group of riders still thinks it is acceptable to remove their dB-killer or to mount an illegal exhaust pipe. That will hurt us all. For FEMA the standards do not need to be lowered again, but excessive noise harms us riders as well. Too much noise leads to annoyance, health complaints and eventually to counter measures, like closing off roads or even towns for motorcycles.”



Wim Taal, FEMA's General Secretary: “The European motorcycle manufacturers' association ACEM stated earlier, that even a 2dB limit reduction would be technically and economically very challenging for manufacturers. ACEM even called any ambition to reduce limits by 5dB a scenario that is simply unrealistic. FEMA supports this view.” Wim continues: “A FEMA survey showed that a large majority of European motorcyclists (74%) do not believe that it makes sense that roads are closed for motorcyclists when motorcycle noise leads to complaints. Simply banning motorcycles from the road is not the answer to perceived nuisance by passing motorcycles. The results of the survey strengthened us in our opinion that there is no justification for stricter legal sound limits for new motorcycles. A large majority of European riders use legal exhaust systems and lowering sound limits do not solve anything. It is FEMA's believe that there is a lot to gain by constructive co-operation between the authorities and riders' groups. Raising awareness among motorcyclists might be a much better way forward than simply banning bikes or considering new noise emission limits.”

Where do the rules come from?

For sound level and anti-tampering rules of motorcycle exhaust silencers, the EU type approval framework Regulation (EU) 168/2013 mandates the application of UNECE Regulations no. 92 (aftermarket silencers) and no. 41 (original motorcycle). These Regulations were developed and are maintained by the Working Party Noise and Tyres (GRBP), under the World Forum for the harmonization of vehicle regulations (WP.29), operating within the United Nations Economic Commission for Europe ([UNECE](#)). In September 2024, UNECE GRBP adopted the new requirements during its 80th session and followed by the final adoption at the March 2025 sessions of WP.29 as 03 series of amendments to UN Regulation No. 92.

*When an aftermarket silencer is fitted the sound may not exceed that of the bike with the original silencer. There are many silencers on the market that can be adjusted, for instance by a valve that can be opened or closed. Within the bandwidth and in the gears that are used with the type approval test, the valve is closed and the silencer does not exceed the sound limits. However, these silencers are programmed to have the valve opened outside this bandwidth and in other gears and then make much more sound.*



## About ACEM

The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe. ACEM also represents 19 motorcycle industry associations in 17 different European countries. About 300,000 jobs depend on the L-category industry in Europe. There are more than 39 million motorcycles and scooters on Europe's roads (2024 estimate).

Also read '[Sound is a sensitive issue in our motorcycle world](#)'.

Source: [ACEM](#)

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## Survey Shows that Government Must Move Further and Faster on Potholes and Road Repairs

Asphalt Industry Alliance 'ALARM' report reveals that the backlog in road repairs has reached new heights.



March 19, 2025

The National Motorcyclists Council (NMC) is today renewing calls on the Government to move much further and faster on its commitment to improve roads maintenance. The call comes as the Asphalt Industry Alliance (AIA) publishes its latest annual report. The 2025 [Annual Local Authority Road Maintenance](#) Survey Report reveals that the backlog of carriageway repairs in England and Wales has reached new heights at almost £17 billion, while roads are only surfaced, on average, once every 93 years. More than half (52%) – equivalent to around 106,000 miles – of the local road network is reported to have less than 15 years' structural life remaining. Almost a third of these – 34,600 miles or one in six of the total – may only have up to five years life left.

Almost all local authorities told the AIA that in their opinion, there has been no improvement to their network over the last year, with 65% stating that conditions have declined. Over £20 billion has been spent on carriageway maintenance in England and Wales over the last decade but, due to the short-term allocation of this funding, there have been no significant improvements in structural road conditions.

Poor roads maintenance and potholes are a clear and present road safety risk to motorcyclists and other vulnerable road users. The Pothole Partnership comprising The AA, British Cycling, JCB, the National Motorcyclists Council, with other supporting organisations, previously welcomed the Government's commitment to £1.6bn funding for local road maintenance in England, but the ALARM report confirms that this is only a small part of the investment needed if we are to see real change and safer roads for motorcyclists and other roads users.

A key issue is that poorly planned and executed repairs not only wastes available funding, but also doesn't provide longer a term solution. the Partnership continues to urge local authorities to implement the Pothole Partnership's five-point '[Pothole Pledge](#)' and prioritise permanent resurfacing and repairs over the temporary 'patch and run' approach that we have seen in previous years.

NMC Executive Director Craig Carey-Clinch said: "The latest ALARM report should act as a wakeup call for the Government. Although the nation's finances face serious challenges, the AIA noted that the Department for Transport's (DfT) 2024 economic appraisal for investing in local highways maintenance sets out that for every additional £1 invested there is an absolute minimum return of £2.20, with analyses identifying typical returns of up to £9.10 at a national level.

"In order to support the wider economy, there needs to be a complete change in mindset away from short-term 'quick fixes' to long-term funding commitments. There needs to be a sustainable long-term funding settlement for Local authorities and in return, local authorities need to commit to road repairs using permanent and precise methods and technologies, with a clampdown on wasteful and inefficient outsourcing, plus proper reporting of progress. This is the type of thinking that is needed to create a safer roads environment for motorcyclists and in turn kickstart better local connectivity and growth."

The ALARM report comes as NMC member and Pothole Partnership supporter, TyreSafe, releases new guidance for motorcyclists. TyreSafe comment that as the as Spring brings changed weather and motorcycle mileages increase, regular tyre checks are a key part of ensuring motorcycles are in the best shape to deal with often unpredictable, broken or potholed roads..

TyreSafe encourages all riders – from commuters to leisure riders – to check their tyres for air pressure, condition, and tread depth before each ride. TyreSafe's new suite of motorcycle tyre safety resources offers guidance on maintaining tyres for safe and sustainable riding. These materials are available for download from the [Resources section of the TyreSafe website](#).

ENDS.

Notes to Editors:

1. The ALARM Report can be found here: <https://www.asphaltuk.org/alarm-survey-page/>
2. For further comment from the NMC please contact Craig Carey-Clinch, on 07979 757484 | [craig@uknmc.org](mailto:craig@uknmc.org)
3. Pothole Partnership members include IAM RoadSmart, the British Motorcyclists Federation and TyreSafe
4. TyreSafe resources can be found here: <https://www.tyresafe.org/tyre-safety-resources/>

(Photo: AIA)

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## February 2025 L-Category (Scooters, Motorcycles & other light vehicles) New Vehicle Registrations

MCIA News: 7th March 2025



MCIA has today published the new vehicle market data for the month of February 2025, this includes Mopeds, Scooters, Motorcycles and other L-Category vehicle segments.

New registrations for February continued at a similar level of decline compared to January at -32.3%. Whilst the market appears to be in distress, our forecast for Q1 was expecting a significant drop compared to 2024 owing to heavy pre-registration activity that took place

in the final quarter of 2024. This resulted in circa 8,000 units of registered stock that needs to wash through the system ahead of the new season.

**Tony Campbell, CEO of MCIA**, said: "We fully expected the market drop to continue through this quarter and will continue to monitor closely. As we move into the new season, a stronger March and Spring will be critical if the year is to fully recover. As I have stressed previously, the current economic policies introduced by this Government in October have only harmed consumer confidence and increased costs on businesses, the recent "long term" announcements will do little or nothing to change the short / medium term prospects. As some of these policies take hold from April onwards we can only hope the Chancellor recognises that the "so called" pro-growth strategy is failing to deliver.

MCIA held its annual Industry conference on Tuesday 18th February in London, where we hosted many senior Government officials along with over 200 guests from our member companies. The event was a great success delivering key speeches and presentations highlighting the challenges and opportunities as we look ahead. MCIA will continue to push the new administration to support our sector, starting with a full scale licence review which is desperately needed"

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

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## Positive Signs in a Challenging Market

MCIA News: 27th March 2025

Although the YTD February market has been challenging, March is already beginning to track in a less negative direction. As we have stated previously, the drop in the market was fully expected given the large market distortion at the tail end of 2024. In contrast, used bike sales are up (again expected) with other important sectors of the market (components and accessories) reporting sales in line or above expectation so far this year.

**Tony Campbell, MCIA CEO** says: "Following meetings with our members last week across the whole spectrum of the industry, opinions and optimism about the market this year are extremely positive. Aside from the expected new bike registration drop, other market segments are comparable to 2024 with an expectation the new season will return similar results to 2024. It is important to note, the 2025 market will likely be similar in size in the years running up to covid and therefore if this is the case, the market is yet again demonstrating how robust the sector is even during challenging economic conditions."

Furthermore, the positive sentiment expressed by MCIA members across various industry

segments provides a strong indication of underlying market resilience. The expectation that the new season will align with the performance of 2024, following the adjustment in new bike registrations, suggests a return to a more stable and predictable market dynamic. This outlook, coupled with the strength observed in used bike sales, paints a picture of a sector adapting and finding its footing after a period of unusual market activity.

### **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](mailto:g.evans@mcia.co.uk).

## **Women motorcycles campaign launched in Sweden**

FEMA News: March 28, 2025



Riding a motorcycle is all about pure freedom – the wind on your face, the power in your hands, and the road stretching endlessly ahead. It’s the thrill of adrenaline and the feeling of being one with the machine. Whether you’re cruising through city lights or winding country roads, every ride is a reminder of strength, independence, and a thirst for adventure.

**‘Freedom on two wheels belongs to everyone – and there’s nothing better than choosing your own direction.’**

Sveriges Motorcyklister ([SMC](#)) asked women about their main reason for getting a motorcycle license. Over 500 women responded, and more than 50% agreed on one clear answer: the feeling of freedom on two wheels – the rush of the wind, the connection to nature, and the unbeatable sense of adventure. Other common reasons included inspiration from family and friends – many grew up around motorcycles or were encouraged by their partner. A strong motivator was also the desire to move from passenger to rider – to take control of the motorcycle and the riding experience. Motorcycling is attracting more and more women – and for many, it’s far more than just transportation. It’s a lifestyle.

**‘Riding a motorcycle gives you an amazing sense of being present in the moment.’**

Through this joint effort, we aim to reach and inspire even more women to take the leap and get their motorcycle license. This campaign marks the beginning of a more inclusive

motorcycle culture and opens the road for more female riders. Together, we can raise our voices, influence traffic safety, and stand up for our rights as motorcyclists. Share the passion and become part of our community. SMC offers free membership during the year you get your license. Ask for your voucher at any STR-affiliated driving school.

**WOMEN MOTORCYCLES is an initiative by Svedea, STR, McRF, Handelsboden Skinn- och MC-kläder & SMC.**

Svedea is the largest Swedish motorcycle insurance company.

STR – Swedish National Association of Traffic Instructors.

McRF – Swedish motorcycle manufacturers' Association.

Handelsboden – the leading retail chain for motorcycle gear.

SMC is Sweden's motorcyclists' organisation.

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## FROM THE HOUSE

### [Written Answers - Department for Transport: Roads: Safety](#)

3 Mar 2025

**Pippa Heylings:** To ask the Secretary of State for Transport, what steps she is taking to improve road safety for vulnerable road users.

### [Antisocial Behaviour and Illegal Bikes](#)

5 Mar 2025

**Sam Carling:** My constituents regularly raise concerns about their safety when they are out and about, given the prevalence of off-road bikes being used in antisocial and illegal ways, particularly on pavements and footpaths. Such bikes are a particularly significant issue for elderly people, who might be less mobile and are therefore more likely to be involved in a collision with one. Does my hon. Friend...

road safety : 6 Written Answers

There are more results than we have shown here. [See more](#)

### [Written Answers - Department for Transport: Driving under Influence](#)

5 Mar 2025

**Lilian Greenwood:** The Government takes road safety seriously, and we are committed to reducing the numbers of those killed and injured on our roads. My Department has begun work on a new Road Safety Strategy, the first in over a decade, and will share more details in due course. The Government is listening closely to the concerns of those affected by tragic cases of death or serious injury on our roads.

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

6 Mar 2025

**Catherine Fookes:** To ask the Secretary of State for Transport, what progress she has made following her Department's closed consultation on improving moped and motorcycle training

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

6 Mar 2025

**Lilian Greenwood:** The Driver and Vehicle Standards Agency (DVSA) approves people to be driving instructors and motorcycle trainers. DVSA publishes driving instructor and motorcycle instructor register data on GOV.UK. This includes data on the numbers of approved driving instructors (ADI) and shows the number of ADIs joining or leaving the register, by reason, per financial year. The attached excel document...

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

6 Mar 2025

**Catherine Fookes:** To ask the Secretary of State for Transport, what assessment her Department has made of the adequacy of motorcycle compulsory basic training.

**[Written Answers - Department for Transport: Motor Vehicles: Hydrogen](#)**

10 Mar 2025

**Lord Henty of Richmond Hill:** In light of the responses received during the consultation process, a decision was made to adapt the approach to hydrogen safety in the proposed amendment for both Non-Road Mobile Machinery and agricultural equipment. Since the consultation closed, the department has taken the time to liaise closely with manufacturers and other regulators to work through the detail. In addition, policy...

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## WEBSITES AND ONLINE MATERIAL YOU MAY WISH TO VISIT

**RSGB: Opinion: Blinded by the lights – the hidden dangers of modern headlights**

**<https://roadsafetygb.org.uk/news/opinion-blinded-by-the-lights-the-hidden-dangers-of-modern-headlights/>**

**AQN: One year on: the ULEZ expansion has improved London's air quality**  
**<https://airqualitynews.com/local-government/one-year-on-the-ulez-expansion-has-improved-londons-air-quality/>**

**AQN: How habits have changed, six years after ULEZ**  
**<https://airqualitynews.com/local-government/how-habits-have-changed-six-years-after-ulez/>**

**NI: Road Safety Strategy to 2030 Indicator Guidance Booklet**  
**<https://www.infrastructure-ni.gov.uk/publications/road-safety-strategy-2030-indicator-guidance-booklet>**

**ACEM: Industry calls for motorcycles to be removed from the U.S. – EU trade war**  
**<https://www.acem.eu/industry-calls-for-motorcycles-to-be-removed-from-the-u-s-eu-trade-war/>**

**ACEM: New anti-tampering requirements for motorcycle exhaust silencers adopted in UNECE WP.29**  
**<https://www.acem.eu/new-anti-tampering-requirements-for-motorcycle-exhaust-silencers-adopted-in-unece-wp-29/>**

**CCC: Northern Ireland's Fourth Carbon Budget**

<https://www.theccc.org.uk/publication/northern-irelands-fourth-carbon-budget/>

**Press release: PM tells councils to prove action on pothole plague to unlock extra cash and reveals £4.8 billion for major roads**

<https://www.gov.uk/government/news/pm-tells-councils-to-prove-action-on-pothole-plague-to-unlock-extra-cash-and-reveals-48bn-for-major-roads>

**RSGB: Misery continues from 'pothole-plagued' local roads**

<https://roadsafetygb.org.uk/news/misery-continues-from-pothole-plagued-local-roads/>

**Written statement to Parliament: Road maintenance in England**

<https://www.gov.uk/government/speeches/road-maintenance-in-england>

**FEMA: British riders on pot holes, licences and bikes as smart mobility**

<https://www.femamotorcycling.eu/british-riders-march2025/>

**RSGB: Prime minister sets out pothole challenge to local authorities**

<https://roadsafetygb.org.uk/news/prime-minister-sets-out-pothole-challenge-to-local-authorities/>

**Scotland: Draft Just Transition Plan for Transport**

<https://consult.gov.scot/energy-and-climate-change-directorate/draft-just-transition-plan-for-transport/>

**PACTS: PACTS Welcomes three new trustees**

<https://www.pacts.org.uk/pacts-welcomes-three-new-trustees/>

**PACTS: PACTS Council of Members Meeting – March 2025**

<https://www.pacts.org.uk/pacts-council-of-members-meeting-march-2025/>

**EU: Agreement on EU-wide rules to reduce reckless driving while abroad**

<https://www.europarl.europa.eu/news/en/press-room/20250324IPR27463/agreement-on-eu-wide-rules-to-reduce-reckless-driving-while-abroad>

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