



# MARCH 2023

## NETWORK

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

|  |              |
|--|--------------|
| <b>Editorial</b>   | <b>2-3</b>   |
| <b>Political Report by Campaigns Team – Colin Brown &amp; Lembit Opik</b>  | <b>2-6</b>   |
| <b>MAG Press Releases:- Vanishing motorcycle licence entitlements – not a good look for DVLA. MAG happy to suggest topic of next Transport Committee Inquiry</b> | <b>6-8</b>   |
| <b>New Member Benefits</b>   | <b>8</b>     |
| <b>New Merchandise – including added items of water bottles and coffee cups</b>  | <b>9</b>     |
| <b>Operation Earthquake by Cumbria MAG and National Update</b>   | <b>9-14</b>  |
| <b>FEMA – Ignoring motorcycles is a missed opportunity</b>   | <b>15-17</b> |
| <b>MCIA – January powered two wheeler registration statistics. MCIA and NMC deliver key messages to Parliament on decarbonisation.</b>                           | <b>17-20</b> |
| <b>Registrations of motorcycles and mopeds in key European markets broadly stable during 2022</b>  | <b>20-21</b> |
| <b>MAG Notice Board</b>  | <b>22</b>    |
| <b>Websites you may wish to visit</b>  | <b>23-24</b> |
| <b>Contacts</b>  | <b>24-25</b> |

**Acknowledgments:- George Legg. Lembit Opik. Colin Brown. Michael Armstrong. FEMA. MCIA. Julie Sperling. Tim Peregrine. Louise Gibson. Plus anyone I've forgotten**

### EDITORIAL

Producing this edition is on my shoulders only as my proof reader and your National Research Officer, George Legg, has been extremely poorly in hospital for over 2 weeks as at the time of publication. From texts I'm getting I think he is slowly improving and I'm sure you wish him a swift recovery. I know the Campaigns Team, like me, have missed the sources of information he disseminates to us on a daily basis.

The upshot of this is – if there are any typos its my fault entirely so apologies in advance. Get well soon George MAG needs you.

Picking out something to have a rant about this month is proving a difficult task.

Do I choose the bottom falling out of the electric vehicle market? No, too soon but, in my humble opinion, inevitable.

Do I choose the first autonomous bus about to take over the roads in Edinburgh? Well, maybe. I see the concern as being - how can a motorised vehicle be allowed onto public roads when the government has not sorted out where liability lies in the case of an RTA? Its nuts, not to mention totally irresponsible from a body of people who have a duty of care to the public it is supposed to be serving. Are they waiting for that first RTA so they can then 'refer back once insurers/solicitors have sorted things out'. Oh, hang on a minute, is this vehicle insured? How is that insurance worded with no current legislation as to liability in place? Confused?

If someone has the answer to this I'd love to hear it.

Talking of 'liability', here in the Bristol area we are plagued with electric scooters. I say 'plagued' but not so much with the legal ones owned by companies who insist their users have, at least, a provisional licence and are covered by insurance (though leaving them lying on the pavement causing a hazard to partially sighted and wheelchair users necessitates, again in my humble opinion, a return of the stocks – though probably not a good idea with the shortage of tomatoes at the moment!! Something harder would really hurt!!).

No, the legal ones are mostly not the problem but those privately owned. These, as you and I know, are only allowed on private land with the consent of the owner. And yet they are blatantly advertised by retailers, ridden on pavements, often by those who obviously are too young to hold a licence (a young 14 year old was recently killed riding to school when he hit a bus), or zooming in and out of traffic. All this because, once again, Government refuses to make a decision on 'the future of privately owned electric scooters' – leaving us with a lack of liability on something that can and has severely injured or killed innocent people.

Enough of this doom and gloom. The sun is out, spring is almost here and those of us who are old and don't ride in the cold anymore I'm going out on the bike.

Catch you next time. Ride free, AG

---

Please submit copy for the April edition to:- [aine@mag-uk.org](mailto:aine@mag-uk.org) with the subject heading of Network by the 25<sup>th</sup> March.

## **POLITICAL REPORT BY THE CAMPAIGNS TEAM – COLIN BROWN & LEMBIT OPIK**

**With a new Department for Energy Security and Net Zero, continuing debates about the electrification of transport, plus all the other campaigning issues affecting the British motorcycling community, MAG's Political Unit has been having a busy month. Lembit Öpik and Colin Brown report on what's been happening in the month of February, and what's pending.**

**New Department of Energy Security and Net Zero**

There's a new Department in Whitehall, for Energy Security and achieving Net Zero carbon dioxide emissions. It's a strange combination of tasks for one department to complete. On the one hand, this department, as its name suggests, is assigned the task of sorting out Britain's journey to reducing Co2 emissions by *at least* a 100% in other words the idea could be to actually take more out of the atmosphere than Britain puts in. On the other hand, it's also responsible for creating energy security for the country, so that we aren't dogged by power shortages and blackouts.

In a significant strategic move, Grant Shapps, who was Secretary of State for Transport, has been put in charge. This matters because previously he was responsible for the ban of sales of all new petrol motorcycles by 2035 and petrol and diesel cars by 2030.

MAG is determined to communicate with Mr Shapps and his department on a rational and common-sense basis. Lembit Öpik is requesting a meeting with him and his officers, in order to try and get the Government to see sense instead of tending towards unachievable virtue signalling based goals that won't achieve what they're supposed to anyway. We'll not be employing histrionics or emotion; just hard data and reasoning. We'll let you know how we get on.

## **Update on Transport Reality and Operation Earthquake**

Lembit Öpik chaired a meeting of the campaigning group Transport Reality (TR), near Peterborough in Cambridgeshire. As we are expanding the group to a wider array of contributors, the event was attended by new contributors as well as existing ones. The new individuals included Mike Beake from Petrol Revolt, "ULEZ" Phil from London and Alan Miller/Lesley Katon from the Together movement which wants to stop the political system from further undermining our liberties and latitude to make personal decisions about how we live our lives. Keith Prince, an Assembly Member and pro-bike politician from the Greater London Assembly was also present and make a valuable contribution.

It's generally accepted that Operation Earthquake is the key political focus of the group's activity. The General Election, likely to be held in January 2024, is a major waypoint in the direction of rider/driver rights and that this also defines our timings. We have till then to influence candidates and their parties. We remain true to our central mission to protect the sale of Internal Combustion Powered motorcycles.

We are soon distributing template letters for your consideration. Please do take the initiative to write to your politicians. If you are willing to do this right now, simply ask them; "do you support the ban on petrol and diesel vehicles, and give reasons for your answer. Be aware I won't be voting for any politician who supports such a ban." Let us know how you get on. Here's the link to the campaign materials:

<https://operation-earthquake.mag-uk.org/resources/>

Get in touch with Lembit in MAG's Political Unit for help with reaching Parliamentary and local Government candidates.

## **Are smaller parties the answer?**

Lembit has been working with smaller political parties which seek to upset the political establishment. Working with cross-party organisations is helpful, but we cannot depend on a

new party to simply sweep away the old establishment and give us what we want. In British politics, that almost never happens.

That said, MAG is on good terms with the smaller parties, and shares our Operation Earthquake agenda with them. If one party makes significant headway, we will be ready and able to support them in their messaging in relation to the ICE ban. MAG does not support any political party – only policies that further the interests of bikers, wherever those policies are embraced.

## **More about Together**

The Together movement held a major event in Central London in February 2023. Lembit attended and was impressed with the level of commonality between what was being said at this event and MAG's own philosophy. Lembit was subsequently invited to a 30 minute interview on TNT Radio/Television by leading Together activist Alan Miller, to discuss our work and objections to the ICE ban. The signs are it is set to be a mutually productive relationship.

A key factor is that the Together movement is not a political party and doesn't intend to be. It seeks to garner support across parties, so that it becomes more powerful than a single political party. In this respect, it is very much aligned with Operation Earthquake.

## **What hope do we have of winning on the ICE ban?**

Colin has written at length about the MCIA Conference in the Open Road. That conference was followed by a Parliamentary breakfast meeting billed as an MCIA/NMC event. MAG was not invited, nor informed of the event in advance. The MCIA/NMC briefing document that went with the event and which has no doubt been distributed to all MPs did not make as strong a case against the planned ICE ban as we would have made had we been involved in the event and briefing document.

The argument failed to point out the issues with measuring transport emissions at the tailpipe as opposed to the overall lifecycle emissions. This approach leads to a policy that promotes adoption of battery electric cars that have a higher overall emissions footprint than smaller petrol-powered motorcycles. Despite this evidence having been presented by the MCIA the messaging is not being given sufficient prominence. Rather the MCIA has fallen into agreeing with the conflation of air quality and CO2 emissions. They have argued that larger bikes are used mainly for leisure and in a rural environment. This may be an argument for air quality, but it has no relevance whatsoever to the CO2 emissions debate. Air Quality is very much a localised effect, CO2 impacts are accepted to be global averages issue as there is no connection with localised variation of atmospheric concentrations.

## **London Motorcycle Show**

MAG was out in force at the London Motorcycle Show, which took place in the ExCel centre from 17<sup>th</sup>-19<sup>th</sup> February, 2023. The show was noticeably smaller than in the past. Spencer

McEvoy and the London team did a great job of representing MAG and secured a good number of subscriptions.

We're not sure why the show was smaller than in past years. Whether this is a trend will only become apparent when further shows occur around the country. There was a notable absence of new petrol machines at the show, and an increase in electric machines.

### **London Mayor experiencing increasing resistance to ULEZ expansion**

The word on the street is that many members of the public are now waking up to the risk of being taxed extra for using their older vehicles in the extended Ultra Low Emission Zone (ULEZ). This carries with it a road tax on older cars for no perceived benefit, and could cost the less wealthy in the city thousands of Pounds a year. MAG is working with activists in London to make this a real election issue for politicians in the city. Please get in touch if you'd be willing to play your part in taking a stand against an increasingly unpopular tax. Remember, what happens in London is often exported elsewhere so this is really a national campaign, meaning the stakes are high for the whole country.

### **Low Traffic Neighbourhood pushback**

There seems increasing awareness of, and resistance to, the imposition of Low Traffic Neighbourhoods (LTNs). Oxford has become something of a flashpoint about all this, and much has been learned about the strength of feeling prompted by what seem to be arbitrary or tokenistic road closures. If you've been affected, contact us at:

[central-office@mag-uk.org](mailto:central-office@mag-uk.org)

We'll help you fight unwelcome road closures. This is also something that MAG is featuring in its work with Transport Reality and the Together movement.

### **Questioning the assault course of motorcycle licencing.**

Colin's motorcycle licence report was well received in the road safety arena. It ties in with many of the concerns around Gig economy riders and thus gives us added routes to gaining support for changes to the licencing regime. TfL for example are very interested in lobbying Government for changes to CBT.

The report was sent to new Roads Minister Richard Holden and he used the response letter as an opportunity to announce the new DVSA Motorcycle Strategic Focus Group.

The first meeting of this group was held on 17th January. It has started as a hurry up and wait affair with the message that we need to wait to be excited about the new Road Safety Framework which should finally be published in the Spring. Hopefully there will be clarity on the already agreed reform of the CBT which has been awaiting legislative time to implement for over 5 years, but we will have to wait to see the detail when the Framework is published.

Colin wrote to Holden again after the DVSA meeting pushing for a meeting with him, but this was again brushed off due to a busy diary.

### **More Rumbblings of Road User Charging**

There is a fair amount of attention being given to a London Assembly Transport Committee call for evidence on 'The future of smart road user charging'. Colin points out that before panicking we need to understand that this is an investigation by a GLA committee, and not a policy proposal at this stage. The clear and immediate issue is the ULEZ expansion, but that does not mean we should not respond to this inquiry.

Colin is speaking to GL MAG to gather views, but again this is not a London only question – road user charging is certainly on the cards at national level to fill the Fuel Duty revenue hole. The discussion in London is around replacing ULEZ and the Congestion Charge with pay per mile or other charging schemes which are already an additional tax on road users in London. A national scheme would be more likely a replacement for VED and Fuel Duty.

Colin will be looking at all the implications for motorcycling. What is key is arriving at the best outcome for motorcyclists whether locally in London or nationally if a UK wide scheme is tabled. There is no current proposal for a UK wide scheme, though of course the whole subject is one that continues to resurface on a periodic basis.

If you want to respond to the GLA call for evidence, all the details are here:

<https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20 0.pdf>

## **MAG PRESS RELEASES**

### **Vanishing Motorcycle Licence Entitlements - Not A Good Look For DVLA**

The Motorcycle Action Group (MAG) has confirmed that vanishing motorcycle licence entitlements are thankfully rare. MAG asked the DVLA questions following recent news stories of a motorcyclist being denied a licence for over three years thanks to a mistake they made.

The story of the three-year wait to resolve a mistake and the compensation received by Paul Olsen was covered on a number of media outlets in early January. Coverage appeared in MCN, VisorDown, The Sun, and Metro. This coverage led to MAG receiving emails from concerned riders. The need for Mr Olson to resort to the Parliamentary and Health Ombudsman to get the case resolved is certainly not a good look for the DVLA.

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

"Unsurprisingly, losing your right to ride your motorcycle due to an administrative error is not a situation that riders want to face. Stories often surface of riders finding their motorcycle entitlement left off when their licence has been renewed. We thought it was reasonable, therefore, to contact the DVLA to establish how common a problem this is, and what a rider should do if they find this happens to them."

The response from the DVLA states:

"The DVLA has a range of measures in place to ensure our records are accurate, and mistakes are rare.... Since August 2019 there have been two cases where a driver has written in to the DVLA to lodge a complaint about an alleged missing motorcycle entitlement. Neither complaint was upheld."

The letter also explained:

"If a driver thinks that they are missing an entitlement from their current driving licence they will need to return their driving licence to, ODL Casework Team, DVLA, Swansea, SA99 1ZZ. The driver will need to include a covering letter which should contain what entitlement is missing, when the test was passed and provide the DVLA with as much information as possible along with any evidence they hold. We would also advise customers to take a copy of their driving licence for their own records before sending it in to the Agency. We will then be able to carry out thorough investigations of the enquirer's driver record."

Stories such as Mr Olsen's are not new and often crop up on online forums. There was even an investigation carried out by the BBC's Watchdog programme in 2009.

In conclusion, Colin Brown said:

"I have no doubt that similar stories will periodically appear. Of course, the rarity of these errors is what makes them newsworthy when they do happen. We do not know why the two most recent complaints were not upheld, and the delays in resolving the Paul Olsen case seem to have been unnecessary. The key is to check your licence and make sure you keep a copy of it if you ever need to send it back to the DVLA for any reason. We are happy to hear from any riders who have been personally affected, whether in the past or going forward. We are here to help riders maintain their access to legal and responsible riding."

## **MAG happy to suggest topic of next Transport Committee inquiry**

The Motorcycle Action Group (MAG) suggests a topic for the Transport Select Committee's next inquiry. Iain Stewart MP published an appeal for ideas on 17th January. MAG says that the role of motorcycles in a multi-modal transport future has yet to be fully considered.

MPs on the Committee want to consider subjects they may have never come across before, from people who are 'in the know about innovations that deserve more attention'.

Transport Committee Chair, Iain Stewart MP, said:

"If you know of an issue that would benefit from Parliamentary scrutiny – perhaps something we've never looked at before – then we would warmly welcome your short proposal for an inquiry. We look forward to hearing your ideas."

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

"It may seem a bit late to point to motorcycling as an innovation. But we are clear that our preferred existing transport mode is not being fully exploited in the much-publicised multi-modal future of transport."

The MAG submission explains that current policy only promotes three favoured modal

choices. The policy approach focuses on restricting the use of cars in favour of walking, cycling and public transport. Motorcycles do not receive any separate consideration. This is demonstrated in depictions of the sustainable travel hierarchy which routinely fail to recognise the existence of motorcycles.

MAG argues that there is no nuance in policy terms to allow for disaggregating the unique flexibility and convenience that motorcycles offer. Motorcycles represent a way to reduce the impacts of cars whilst retaining the benefits of motorised transport.

The proposal is that the Transport Committee firstly evaluate any current policy to facilitate motorcycling in the multi-modal future. MAG fully expects this to reveal that there is none. Therefore, a significant opportunity for progress in transport policy is being overlooked. The second step will be for the Committee to consider proposals to expedite a filling of the policy hole.

Colin concluded:

“The message is nothing new to us, but it is about time we saw some tangible policy. It is time to demonstrate that the message is being heard. It is all well and good Ministers saying warm words when challenged, but we are long overdue for some policy action. MAG will continue using every opportunity to promote what is obvious to us, but, apparently, a complete mystery to policy makers.”

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

Notes for Editors

Transport Committee Our future transport appeal:

<https://committees.parliament.uk/committee/153/transport-committee/news/175468/what-does-the-future-of-transport-look-like-the-transport-committee-wants-to-hear-your-ideas/>

The full MAG submission can be seen here: [https://wiki.mag-uk.org/images/1/1f/Transport\\_Committee\\_Inquiry\\_Proposal\\_FINAL.pdf](https://wiki.mag-uk.org/images/1/1f/Transport_Committee_Inquiry_Proposal_FINAL.pdf)

## **NEW MEMBER BENEFITS:**

**Wightlink Ferries - 15% off motorcycles, cars and motorhomes and 20% off foot passengers.**

**Irish Ferries - Ireland-Britain, Dover-Calais 10% all year and Ireland - France 10% off peak and 5% peak (8th June - 30th August).**





**NEW!**

1973 2023  
Motorcycle Action Group  
50

Water bottles and coffee cups now available with the MAG 50th design.

T-shirts, sweatshirts, hoodies, hats, pin badges and patches available to pre-order. Only the most popular colours will continue.

[www.mag-uk.org/shop](http://www.mag-uk.org/shop)

## Operation Earthquake by Cumbria MAG and national update.

Operation Earthquake was launched on our national Facebook page back in November 2022 and Cumbria MAG got crackin'. So, this is how we did it and got on!

### Stage 1, SHARE.

We shared the post from the national page onto our Cumbria MAG regional page and from there, we shared it onto our West Cumbria MAG and Furness MAG local pages. (Facebook is a great campaigning tool)

### Stage 2, SEND.

Cumbria has six MP's and we lobbied five of them.  
Tim Farron MP, Westmorland and Lonsdale. (Lib Dem)  
Simon Fell MP, Barrow and Furness. (Con)

Trudy Harrison MP, Copeland. (Con)

Dr. Neil Hudson MP, Penrith and the Borders. (Con)

Mark Jenkinson MP, Workington. (Con)

(Many thanks to the Cumbria bikers who sent the template email especially Phil Myers, Brian Cairns and Rob Duesbury- all Cumbria MAG members).

John Stevenson MP, Carlisle (Con). He managed to escape the net on this occasion.

Stage 3, SHOW.

This is how we record which MP's have been lobbied by writing a comment on the FB post saying: Sent to (name of MP). It also encourages other bikers to join in or lobby other MP's which have not been lobbied yet.

Cumbrian MP's responses:

Simon Fell MP, his reply was that he would send on our request, and that we received through him the ministerial response via Brian Cairns, Furness MAG Political Officer. On other occasions when we have met with Simon Fell MP and we've discussed electric motorbikes. He has taken on board our comments on where electric motorbikes are not on par with internal combustion engine motorbikes.



Simon Fell MP signing up to MAG at the Dead End Rally 2022 by Furness MAG.

Tim Farron MP, he was visited by Rob Duesbury, Furness MAG Secretary and that was covered in last month's Open Road magazine but his written statement was:

Thank you very much for your recent email with regard to the forthcoming ban on the sale of new ICEVs.

It was a pleasure catching up with you the other week. I will admit that I am generally supportive of the proposed plans to stop the sale of new ICEVs from 2030 but there are still some crucial details missing from the Government's plans. I will also be surprised if the Government will be able to implement the ban within its intended timeline.

I am keen to get the views of Ministers on the CEBR report which makes a cogent and strong argument against the proposed plans. I am pleased to confirm that I have written to the Secretary of State for Transport to raise your concerns and queries and to ask whether Ministers would consider revisiting the proposed ban on the basis of the CEBR report. I have also asked for clarification concerning any wiggle room for ICEVs in the proposed ban. I will write again when I have received the response.

With best wishes

Yours sincerely

TIM FARRON MP

Trudy Harrison MP- awaiting a written response and a meeting.

Dr. Neil Hudson MP was visited by Phil Myers, MAG member and myself. This is my summary of the meeting.

So, we made our introductions and gave an overview of MAG and Cumbria MAG. We talked about our motorbikes and the way that we use them and that electric motorbikes fall way short of our expectations compared to an ICE motorbike.

Q1, Will he oppose the ban?

He agrees with the ban but it should be done in a more pragmatic way but he is sympathetic to the internal combustion engine because he is a qualified veterinarian and his constituency has many farmers in it.

He did say that he is on the DEFRA Select Committee. So, he believes that man-kind does influence climate change. So we will send him the six questions to answer.

Q2 How will he represent us? He enjoyed the talk with us and that he does meet with ministers, I think that the farming community will have more influence on him due to farming use of heavy machinery.

We are awaiting his written response.



(L-R) Dr, Neil Hudson MP, Michael Armstrong-National Political Officer and Phil Myers, MAG Member.

Mark Jenkinson MP, Mark is my MP and if I didn't meet with him. How am I going to expect other people to meet with their MP's or ask for information. So, I had a very good meeting with Mark. He went through our template email and that he gave his point of view on all of the questions. He believes that the government will be pragmatic on the deadlines and that the government will do its best in achieving their objectives. We wait for his written response.

Elsewhere in the country, most MP's have done a summary of the below. (Department for Transport ministerial response):

Thank you for your email of 30 November, on behalf of your constituent, [...] about phasing out the sale of new petrol motorcycles.

The Government held a consultation seeking views on when to end the sale of new non-zero emission L-Category vehicles (motorbikes and mopeds) between July to September this year. The consultation sought views on ending the sale of all non-zero emission L-Category vehicles by 2035, and by 2030 for L-Category vehicles in certain specified subcategories. The Department is now analysing the responses, including the response from the Motorcycle Action Group (MAG) that your constituent references and with whom the Department has been engaging. A full response will be published in due course, taking the wide-ranging views on this issue into consideration.

The Government's net zero commitment requires all sectors of our economy, including transport, to play a part and deliver substantial cuts to emissions to end the UK's contribution to climate change. In 2020, our transport network was responsible for almost one quarter of the UK's greenhouse gas (GHG) emissions, with L-category vehicles responsible for 0.4% of this total. While cars and vans vastly outnumber motorcycles on UK roads, motorcycles are an important and sizeable vehicle population, with around 1.3 million licensed for road use in 2021. Decarbonisation of the whole of the UK's road transport sector is crucial to ensure that the UK is able meet legally binding carbon reduction targets. The Government has already announced end of sale dates for other new non-zero emission road vehicles, including cars, vans and HGVs. The proposed end of sales dates positions the UK as a world leader in L-category decarbonisation, driving innovation and creating a market for zero emission L-Category vehicles.

More widely, I note that your constituent draws attention to the recently published report by the Centre for Economics and Business Research (CEBR) on the transition to zero emission driving. The Government's view is that the report's conclusions, specifically the costings for new vehicle purchases, the time taken to charge electric vehicles (EVs) and the distribution of EV infrastructure, are not in line with the current evidence base and standard methodologies used across the industry.

The Climate Change Committee is an independent, statutory body, which advises the UK and the devolved governments on emissions targets, recommended that the UK goes faster on curtailing emissions from road transport. This will help reduce the harmful air pollutants in the UK's towns and cities, save motorists money and help to safeguard the environment. Therefore, the transition to zero emission vehicles is a must if the UK is to meet its legally binding climate change obligations. The Government's end of sales dates of different internal combustion engine (ICE) road vehicles are an important aspect of that ambition.

All the latest evidence that the Government is currently aware of indicates that the lifetime carbon footprint of a battery electric car or van is significantly less than that of an equivalent petrol or diesel electric car or van today. The Department commissioned Ricardo Energy & Environment to produce a UK specific lifecycle analysis for greenhouse gas emissions of cars, vans, buses, and heavy goods vehicles with different powertrains. The analysis strongly supports the Government's strategy of increasing electrification for decarbonising road transport and maximising the use of renewable energy. The report can be found at [www.gov.uk/government/publications/lifecycle-analysis-of-uk-road-vehicles](https://www.gov.uk/government/publications/lifecycle-analysis-of-uk-road-vehicles).

Regarding your constituents' question on future tax regimes, the Government has committed to keeping the transition to electric vehicles affordable for consumers. The Government keeps all taxes under review and the Chancellor is responsible for setting tax rates, including vehicle excise duty and company car tax rates.

I can assure your constituent that the Government has a clear plan to implement its ambitious ICE phase out dates. In July 2022, DfT published its 2035 Delivery Plan for transitioning to zero emission cars and vans and its Transport Decarbonisation Plan, which set out the Government's commitments and the actions needed to decarbonize the entire transport system in the UK.

Turning to Mr [...]s comments on charging, the smallest L-category vehicles have detachable batteries, which can be charged on a three-pin plug, making them more suited to being charged in the home or office. However, there are now over 36,000 public charge-points available in the UK and the Government is committed to working with the industry to accelerate the pace of rollout.

To future proof new homes, the Government published world leading legislation, which requires new homes and those undergoing major renovation with associated parking in England to have a charge-point installed. These regulations will lead to the installation of up to 145,000 new charge-points across England every year.

The Government also recognises that not all drivers and riders will have access to off-street parking, but this new legislation also requires new non-residential buildings and those undergoing major renovation, such as shops and workplaces, to have charging infrastructure installed at the point of construction. The Future of Transport Regulatory Review, which closed on 22nd November 2021, sought views on the Government seeking powers to require a minimum level of EV charging infrastructure in existing non-residential car parks and new standalone plot car parks. The consultation is currently being analysed and the Government will publish its response in due course.

Yours ever,  
Rt Hon Jesse Norman MP  
Minister of State for Transport

(Second article)  
Top banner- #bikersarevoters  
Bottom banner- #sharesendshowmag

Before we cover Cumbria. So how did we fare in the other MAG regions?

| Region        | Con. | Lab. | Lib | Total           |
|---------------|------|------|-----|-----------------|
| Cumbria       | 4    |      | 1   | 5               |
| Yorkshire     | 9    | 8    |     | 17              |
| West Midlands | 5    |      |     | 5               |
| East Midlands | 1    |      | 1   | 2               |
| Eastern       | 1    |      |     | 1               |
| South East    |      |      |     | 3               |
| Southern      | 3    | 1    |     | 4               |
| North West    |      |      |     | 3               |
|               |      |      |     | 42 Grand total. |

So where do we need to be?



With each campaign we are slowly getting better and this time we lobbied 42 MP's and that works to be roughly 1 MP per local MAG group. (We roughly have 50 local groups). So ideally, we really need each group to lobby between 3 and 5 MPs to get us around the 200 MP mark.

How should MAG achieve this?

At school, our membership will know the 3 R's and for MAG to campaign with Facebook, they will need to learn the 3 S's. Share, Send and Show.

So with the 3 S's, How did your local group or region got on.

Share: The original post from the National MAG page (Operation Earthquake, 22nd of November 2022) was shared over fifty times but was it shared on your MAG page?

Send: Did you send one? Did others on the MAG page send one? Some people copied and paste from the post and some have done it from The Network but How do we tell if one was sent?

Show: With Facebook, it's easy. A comment on the post just saying, sent to..... MP plus you can also add on if you're a MAG member too.

The reason behind this is so that we can count up the number of MPs lobbied. Also seeing the MP's names on the post will encourage other people to do the same. Reps and Officers will encourage the MAG membership to lobby, then non-members will join in if they see others doing it too. MPs are more likely to respond if 3 to 5 people email them than just 1.

How will MAG benefit from this?

Ultimately strength in numbers, all our voices will strengthen Lembit's and Colin's voice when they are dealing with the ministers with the Department for Transport. At a local level, an MP is more likely to accept an invitation to a MAG bike show, rock night or bike rally and that's what we want to work up to.



(L-R) Tracy Smith, Treasurer, North Devon MAG with local MP, Selaine Saxby at the Barnstaple Bike Night.

# FEMA

## ‘Ignoring Motorcycles Is A Missed Opportunity’

February 7, 2023



In all reports and plans that are published by EU institutions, the European Commission, the European Parliament and so on, motorcycles are not mentioned anymore. Perhaps you have noticed it too. FEMA’s Dolf Willigers did...

It’s like we do not exist. This is a pity because motorcycles have many advantages to other means of transport. By ignoring motorcycles, national and European legislators and local authorities miss a chance to reduce pollution, congestion, and parking problems.

Let’s start with a few examples to illustrate what happens these days. In the summer of 2021, the European Commission published a Public Consultation about sustainable transport – [the new urban mobility framework](#). Nothing wrong with that of course, but motorcycles were not mentioned (not even electric mopeds). We sent a letter to the Commission, together with our colleagues from [FIM Europe](#) and [ACEM](#) to point out that (electric) motorcycles, or powered two-wheelers as we called them in the letter, are a valuable addition to public transport, walking and cycling, as these modes cannot realistically cover all transport needs and the need for private motorized transport will always exist where this is the case.



After this we had a meeting with the [European Commission](#) where we could explain our view, but this did not change much, because after our exchange of views nothing happened. Another example: all publications of the European Commission, webinars about urban mobility, guidelines for

SUMPS (Sustainable Urban Mobility Plans), they all bear the same mantra: 'public transport, cycling, walking'. The only exception is made for electric kick-scooters, that seem to be seen as sustainable (with a lifespan of just several months...) because car drivers are expected to leave their cars for them. I am still waiting to meet the first car driver who did that. To finish off, a third example: on 13 January 2023, the European Commission published a handbook, called '[Network Wide Road Safety Assessment – Methodology and Implementation Handbook](#)'. In all 86 pages motorcycles or motorcyclists are mentioned once, in the context of data collection. Bicyclists are mentioned 61 times, pedestrians 47 times, but motorcycles seem to be just part of 'motorized traffic' with the same characteristics and needs as cars and trucks. As motorcyclists, we all know that this is not the case.

Please, don't get me wrong, I am not complaining. After being active in motorcyclists' rights advocacy for decades I am past that. But when you observe that a whole category of road users is just ignored, and at the same time see that quite ridiculous vehicles as electric kick-scooters are promoted, see that the European Parliament votes on 31 January 2023 for a resolution on developing an EU cycling strategy because "more dedicated cycling lanes, parking places for bikes and reduced VAT rate could help boost EU cycling industry and facilitate green transition", and see masses of articulated busses riding in Brussels in rush hour with just a few passengers in them you already raise your eyebrows.



In Paris, and many other European cities, motorcyclists now must pay the same [parking fees](#) as car drivers. Motorcyclists pay the same fees as car drivers to enter the London Ultra Low Emission Zone (ULEZ), that by the way will soon include all greater London, when the mayor has it his way. There are parking fees for all kinds of motorcycles (including mopeds) in Stockholm. After seeing all this you start to wonder what is happening. Are policymakers, legislators and city councils indeed entirely brainwashed by this mantra of 'public transport, cycling and walking' that the European Commission and 'green' and road safety lobby groups have been broadcasting for years now? Do they not want to look at the alternative or do they just not see it?

**'We have said it often and will say again: motorcycles are not the problem; they are part of the solution.'**

Whatever the cause is of ignoring the obvious, by doing so all these policymakers, legislators and city councils are missing the chance to do something about congestion, parking problems, pollution and let's not forget providing the opportunity for reliable and affordable door-to-door mobility for the masses. Something that cannot always be provided by public transport, cycling, walking, or electric kick-scooters.

FEMA has organised four European [mobility tests](#) in many cities in Europe since 2014, where motorcycles were compared to other means of transport for commuting into the city. We compared the time needed from door to door. Motorcycles were – with one exception,



due to an unfortunate choice of route – always the winner by far. All these years and in all places. We have said it often and will say again: motorcycles are not the problem; they are part of the solution.

Written by [Dolf Willigers](#)

Top photograph courtesy of Yamaha

This article is subject to [FEMA's copyright](#)

---

## MCIA

### JANUARY POWERED TWO-WHEELER REGISTRATION STATISTICS



MCIA today released the January month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

2023 opens with a 6.8% decline in the market when compared to the previous year. Whilst this on face value appears to be bad news, January being a relatively low volume month for the sector this level of decline is relatively small. We fully expect a full recovery back to 2022 levels by the end of Quarter 1.

Following the very successful MCIA Member Conference held at the end of January, guest speakers outlined predictions for the UK economy being difficult, where this month has seen the Bank of England raise interest rates again. This of course will place further pressure on household incomes, but as already demonstrated many times previously, this sector we believe will hold up robustly as it has in the past.

*Tony Campbell, CEO of MCIA said, "With many economic factors impacting household finances this year, it's no surprise the start of 2023 has seen a slight reduction in volumes. Despite this, we continue to predict an optimistic outlook for Q1 but also for the full year. We expect the sector to perform well regardless of the economic uncertainty as our sector provides low cost mobility solutions in addition to a committed customer base."*

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

**Please credit MCIA when quoting this information.**

#### **Notes for Editors:**

Changes to the reporting structure now give greater clarity on the mid capacity marketplace, as detailed below:

| OLD         | NEW        |
|-------------|------------|
| 126-650cc   | 126-500CC  |
| 651-1000cc  | 501-750CC  |
| Over 1000cc | 751-1000CC |
|             | 1000CC+    |

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

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

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

## MCIA AND NMC DELIVER KEY MESSAGES TO PARLIAMENT ON DECARBONISATION



Industry and motorcycling organisations join forces at major [Parliamentary briefing \(briefing document\)](#)

Recognising the needs of both industry and users, plus the need to take a technology neutral approach to decarbonisation, were among the key messages delivered to Parliament yesterday as part of a joint Motorcycle Industry Association (MCIA) and National Motorcyclists Council (NMC) briefing to MPs, Peers and Government representatives.

With the Government yet to announce policy after its summer 2022 consultation on decarbonising L-Category vehicles (two, three and light four-wheeled vehicles), the MCIA and NMC took the key messages for the sector to parliamentarians at a well-attended briefing which was followed by an outdoor display of zero emission products.

The session was opened by Greg Smith MP, who expressed his support for motorcycling and spoke about the potential for alternative fuels. He was followed by MCIA CEO Tony Campbell and NMC Executive Director Craig Carey-Clinch, who delivered a joint presentation on the issues, with them both delivering proposals for how decarbonisation needs to be approached.

Tony Campbell outlined the diverse nature of the sector and the very real challenges being faced by industry, particularly if asked to meet UK only targets. He set out counter proposals, which include sector 'readiness checks' which would be done in partnership between government, industry and users before any final decisions are taken on timings for the final phase out of fossil fuelled products. He outlined how 'Tomorrow's Journeys' need to recognise a range of factors including the wide range of uses that L-Category vehicles cover, with an already good environmental footprint and contribution to mobility, last mile delivery, sport, tourism and mental wellbeing.

Craig Carey-Clinch outlined how riders in particular are a part of society with a wide range of backgrounds and interests, which in addition to playing a part in mobility, covers a vibrant leisure, sport, heritage and lifestyle interests, supporting both national and local economies. The sense of freedom that riding brings, plus the key factors of flexibility and affordability for users was also covered. He described how there are a wide range of views on decarbonisation and that one size does not fit all, with a need to ensure that battery electric is not the only option against an international backdrop of extensive R&D into alternatives such as clean fuels and hydrogen propulsion. He added that the industry's proposals represent a more sensible approach to delivery than the Government's current plans, though with the global nature of motorcycle manufacturing and use, it would be preferable for the UK to follow international developments, rather than seek to artificially force the pace. Doing this, risks restrictions on the supply of products for riders, which could restrict choice for riders. The need for adequate infrastructure is also a key factor. Both summed up the key messages as:

1. Appreciation for the technical challenges manufacturers face – L3-Category vehicles need more time
2. L-Category vehicles are incredibly diverse – each vehicle type's phase out capability is different
3. Not all L-Category vehicles have the same usage
4. The consumer is far from ready – In some sectors, commercial viability to manufacture or purchase is still minimal
5. Powered two, three and light four wheelers are a vital ingredient in the traffic mix
6. The infrastructure needs to be put in place

The briefing closed with Chair of the Parliamentary Motorcycle Group, Ian Paisley MP, issuing a call or action for MPs and Peers to support the MCIA and NMC positions and to engage with riders and industry in positive way as the issue develops.

The event was followed by a display of zero emission two-wheelers, which covered a range of types from lower powered commuter machines to high powered leisure types. This outdoor event was attended by Sir Lindsay Hoyle, the Speaker of the House of Commons.

**Tony Campbell, CEO MCIA** said: *"If manufacturers are forced to transition to zero emissions too soon, significant revenue will be lost from selling existing and near future ICE motorcycles which will have a knock-on effect when it comes to developing and manufacturing zero emission products. The complexities and nuances of our different vehicle categories must be fully considered as what's feasible for some segments (e.g. mopeds) is not feasible for others (e.g. higher powered motorcycles).*

*Before committing to any investments in new technology, it is critical we receive a guarantee from Government that, in doing so, the necessary infrastructure is in place and policies around driving demand and improving access to our sector have been implemented.*

*We'll continue making our case and building on our already strong working relationship with ministers and officials."*

**NMC Chair Anna Zee said:** *"This was a hugely positive event which sent a clear message to policy makers that industry and riders have a clear and well-developed case for a more sensible and holistic approach to the path towards net zero when it comes to motorcycling and other L-Category vehicles. It was interesting that much attention was paid to the possibilities of alternative fuels. It was plain that members of the All Party Parliamentary Group for motorcycling, besides Greg Smith MP whose constituency includes Silverstone and who hosted the briefing, take a real interest in the subject. It would appear that there is a core of MPs who are not, unlike the government, focussed solely on battery electric. They recognise that one size does not fit all and would prefer to see the UK break new ground in developing alternatives."*

--ENDS--

### **Notes for Editors:**

Press Release distributed in partnership with [The National Motorcyclists Council](#)

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

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

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Alfie Brierley at [a.brierley@mcia.co.uk](mailto:a.brierley@mcia.co.uk)

---

## **Registrations of motorcycles and mopeds in key European markets broadly stable during 2022**

ACEM News: 30 Jan 2023



New motorcycle registrations in five of the largest European markets (i.e. France, Germany, Italy, Spain and the UK) reached 950,400 units in 2022. This represents a slight increase of approximately 0.1% compared to 2021 (949,480 units).

Motorcycle registration volumes showed an upward trend in Spain (176,960 units, +6.3% year-on-year) and the UK (109,300 units, +1.9%). They remained broadly stable in Italy

(271,380 units, 0.7%) and Germany (199,400 units, 0.1%) and decreased in France (193,350 units, -6.6%).

Moped registrations reached a total volume of 255,900 units in the six European moped markets monitored by ACEM (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume represents a reduction of 3.4% in comparison to last year (264,800 units).

### **Quote**

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said:

“The latest registration data shows that the European market has overall remained stable in 2022, compared to 2021. Within a changing mobility environment, it is a confirmation that citizens continue to positively value two or three-wheeled vehicles, for their convenience in daily personal mobility and small logistics and for the recreational opportunities they provide”.

### **Press contact**

Manuel Ordonez de Barraicua  
ACEM Communications Manager

+32 (0)2 23 0 97 32

### **Documents available to download**

[ACEM - Statistical press release - January - December 2022 \[PDF\]](#)

[ACEM - Statistical press release - January - December 2022 \[XLS\]](#)

[ACEM - Statistical releases - FAQ \[PDF\]](#)

[ACEM - Statistical releases - Glossary \[PDF\]](#)

### **Note for editors**

As of 2020, ACEM statistical releases cover the following:

- For the motorcycle segment: Italy, France, Germany, Spain and the UK. These countries account for about 80% of motorcycle registrations in the EU + UK block.
- For the moped segment: France, the Netherlands, Germany, Italy, Belgium, and Spain. These countries account for about 80% of moped registrations in the EU + UK block.
- Moped figures include L1eB vehicles (two-wheel mopeds) and L2e vehicles (three-wheel mopeds). Depending on their administrative practices, some countries may also include L1e-A vehicles (powered cycles).

### **About ACEM**

- The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe.
- ACEM members include 18 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Qooder, Royal Enfield, Suzuki, Triumph Motorcycles, Yamaha and Zero Motorcycles.
- ACEM also represents 18 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 (2019 estimate).

## MAG Notice Board

**Next  
Network deadline  
25th March**

\*\*\*

**OPEN ROAD deadline  
15th March**



**Pre-Order Now  
50th Anniversary  
products available online  
[www.mag-uk.org/shop/](http://www.mag-uk.org/shop/)**



### **Parliament Recess Dates**

Easter—30th March to 17th April

Coronation—3rd May to 9th May

Whitsun—25th May to 5th June

Have you seen MAG on TikTok?  
Motorcycle Action Group UK  
Please like and follow us

**Not got a local group in your area?  
Have you thought about starting one?  
Please contact your Regional Rep or the office  
for more information.  
[Central-office@mag-uk.org](mailto:Central-office@mag-uk.org) 01926 844 064**



**Interesting. Yes, I know its cars but probably equally applies to motorcycles or probably will sometime in the future:-**

[https://www.dailyrecord.co.uk/lifestyle/motoring/electric-car-charging-costs-over-28991291?int\\_source=amp\\_continue\\_reading&int\\_medium=amp&int\\_campaign=continue\\_reading\\_button#amp-readmore-target](https://www.dailyrecord.co.uk/lifestyle/motoring/electric-car-charging-costs-over-28991291?int_source=amp_continue_reading&int_medium=amp&int_campaign=continue_reading_button#amp-readmore-target)

and

<https://www.thisismoney.co.uk/money/cars/article-11722057/Has-electric-car-bubble-BURST-drivers-returning-buying-petrol-vehicles.html>

and

[https://www.researchgate.net/publication/366153721\\_Heavier\\_faster\\_and\\_less\\_affordable\\_cars\\_The\\_consequence\\_of\\_EU\\_regulations\\_for\\_car\\_emissions](https://www.researchgate.net/publication/366153721_Heavier_faster_and_less_affordable_cars_The_consequence_of_EU_regulations_for_car_emissions)

---

#### **WEBSITES YOU MAY WISH TO VISIT**

***Considering the question of ‘liability’ remains unanswered innovative as the following may be, I find it a) astonishing given the aforementioned question of liability and b) somewhat disconcerting and possibly reckless (cart before horse springs to mind):-***

RAC: World’s first self-driving bus gets the green light in Edinburgh

<https://www.rac.co.uk/drive/news/driving-tech/worlds-first-self-driving-bus-gets-the-green-light-in-edinburgh/>

ACEM: Registrations of motorcycles and mopeds in key European markets broadly stable during 2022

<https://acem.eu/acem-statistical-release-registrations-of-motorcycles-and-mopeds-in-key-european-markets-broadly-stable-during-2022>

Statistical data set: Motorcycle riding test data by test centre (Last updated: 2 February 2023)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-riding-test-data-by-test-centre>

Research and analysis: Review of emerging techniques for hydrogen production from methane and refinery fuel gas with carbon capture

<https://www.gov.uk/government/publications/review-of-emerging-techniques-for-hydrogen-production-from-methane-and-refinery-fuel-gas-with-carbon-capture>

MOT inspection manual: motorcycles (Updated: 6 February 2023)

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

RSGB: Active travel ‘a choice we need to make sure everyone has’

<https://roadsafetygb.org.uk/news/active-travel-a-choice-we-need-to-make-sure-everyone-has/>

News story: World's first hydrogen-powered digger set to drive on UK roads  
<https://www.gov.uk/government/news/worlds-first-hydrogen-powered-digger-set-to-drive-on-uk-roads>

RSGB: Glasgow sets out plans to implement citywide 20mph speed limit  
<https://roadsafetygb.org.uk/news/glasgow-sets-out-plans-to-implement-citywide-20mph-speed-limit/>

## MAG Central Office:

[MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP.](#)  
 Tel: 01926 844064 Fax: 01926 844065 Email: [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

|   |                        |  |
|---|------------------------|--|
| Executive Officer                                   | Julie Sperling         | <a href="mailto:exec@mag-uk.org">exec@mag-uk.org</a>   |
| Membership Administrator                            | Louise Gibson          | <a href="mailto:membership@mag-uk.org">membership@mag-uk.org</a>   |
| Director of Communications & Public Affairs         | Lembit Öpik            | <a href="mailto:public-affairs@mag-uk.org">public-affairs@mag-uk.org</a>   |
| Director of Campaigns & Political Engagement        | Colin Brown            | <a href="mailto:campaigns@mag-uk.org">campaigns@mag-uk.org</a>   |
| <b>NATIONAL OFFICERS</b>                            |                        |  |
| National Chairman                                   | Neil Liversidge        | <a href="mailto:chair@mag-uk.org">chair@mag-uk.org</a>   |
| National Vice-Chairman                              | Ian Churchlow          | <a href="mailto:vice-chair@mag-uk.org">vice-chair@mag-uk.org</a>   |
| National Finance Officer                            | <i>Position Vacant</i> | <a href="mailto:finance-officer@mag-uk.org">finance-officer@mag-uk.org</a>   |
| Network Co-Coordinator/Vice President               | Anne Gale              | <a href="mailto:aine@mag-uk.org">aine@mag-uk.org</a>   |
| President/ <i>TheROAD</i> Editor                    | Ian Mutch              | <a href="mailto:theroad@mag-uk.org">theroad@mag-uk.org</a>   |
| Vice President                                      | Colin Ives             | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| National Research Officer                           | George Legg            | <a href="mailto:glegg@mag-uk.org">glegg@mag-uk.org</a>   |
| National Political Officer                          | Michael Armstrong      | <a href="mailto:cumbria-region-rep@mag-uk.org">cumbria-region-rep@mag-uk.org</a>   |
| National Reps Liaison Officer                       | <i>Position Vacant</i> | <a href="mailto:nrlo@mag-uk.org">nrlo@mag-uk.org</a>   |
| National Clubs Liaison Officer                      | <i>Position Vacant</i> | <a href="mailto:clubs-officer@mag-uk.org">clubs-officer@mag-uk.org</a>   |
| Events (Shows and Stands)                           | <i>Position Vacant</i> | <a href="mailto:events@mag-uk.org">events@mag-uk.org</a>   |
| Director of TMAGL                                   | Jane Carrott           | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | Ian Churchlow          | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | Neil Liversidge        | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | Selina Lavender        | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | Steve Wykes            | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | <i>Position Vacant</i> | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| Director of TMAGL                                   | <i>Position Vacant</i> | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>   |
| <b>Regional Reps</b><br>British Independent Islands | <i>Position Vacant</i> | <a href="mailto:british-independent-islands-region-rep@mag-uk.org">british-independent-islands-region-rep@mag-uk.org</a> |
| Cumbria   | Michael Armstrong      | <a href="mailto:cumbria-region-rep@mag-uk.org">cumbria-region-rep@mag-uk.org</a>   |
| East Anglia   | <i>Position Vacant</i> | <a href="mailto:east-anglia-region-rep@mag-uk.org">east-anglia-region-rep@mag-uk.org</a>                                 |



|   |                        |  |
|---|------------------------|--|
| Eastern                                   | <i>Position Vacant</i> | <a href="mailto:eastern-region@mag-uk.org">mailto:eastern-region@mag-uk.org</a>                    |
| East Midlands                             | <i>Position Vacant</i> | <a href="mailto:east-midlands-region-rep@mag-uk.org">east-midlands-region-rep@mag-uk.org</a>       |
| Greater London                            | <i>Position Vacant</i> | <a href="mailto:greater-london-region-rep@mag-uk.org">greater-london-region-rep@mag-uk.org</a>     |
| Herts & Essex                             | <i>Position Vacant</i> | <a href="mailto:herts-essex-region-rep@mag-uk.org">herts-essex-region-rep@mag-uk.org</a>           |
| Lincolnshire                              | Alex Bridgwood         | <a href="mailto:lincolnshire-region-rep@mag-uk.org">mailto:lincolnshire-region-rep@mag-uk.org</a>  |
| North East                                | Dave Wigham            | <a href="mailto:north-east-region-rep@mag-uk.org">north-east-region-rep@mag-uk.org</a>             |
| Northern Ireland                          | Martyn Boyd            | <a href="mailto:northern-ireland-region-rep@mag-uk.org">northern-ireland-region-rep@mag-uk.org</a> |
| North Wales                               | <i>Position Vacant</i> | <a href="mailto:north-wales-region-rep@mag-uk.org">north-wales-region-rep@mag-uk.org</a>           |
| North West                                | <i>Position Vacant</i> | <a href="mailto:north-west-region-rep@mag-uk.org">north-west-region-rep@mag-uk.org</a>             |
| Scotland                                  | Steve Wykes            | <a href="mailto:scotland-region-rep@mag-uk.org">scotland-region-rep@mag-uk.org</a>                 |
| South East                                | Steve Mallett          | <a href="mailto:south-east-region-rep@mag-uk.org">south-east-region-rep@mag-uk.org</a>             |
| Southern                                  | Tim Peregrine          | <a href="mailto:southern-region-rep@mag-uk.org">southern-region-rep@mag-uk.org</a>                 |
| South Wales                               | Phil McFadden          | <a href="mailto:south-wales-region-rep@mag-uk.org">south-wales-region-rep@mag-uk.org</a>           |
| South West                                | <i>Position Vacant</i> | <a href="mailto:south-west-region-rep@mag-uk.org">south-west-region-rep@mag-uk.org</a>             |
| Thames Valley                             | Peter Seymour          | <a href="mailto:thames-valley-region-rep@mag-uk.org">thames-valley-region-rep@mag-uk.org</a>       |
| Western                                   | Anne Gale              | <a href="mailto:western-region-rep@mag-uk.org">western-region-rep@mag-uk.org</a>                   |
| West Midlands                             | <i>Position Vacant</i> | <a href="mailto:west-midlands-region-rep@mag-uk.org">west-midlands-region-rep@mag-uk.org</a>       |
| Yorkshire                                 | Steve Travis           | <a href="mailto:yorkshire-region-rep@mag-uk.org">yorkshire-region-rep@mag-uk.org</a>               |
| <b>OTHER CONTACTS</b>                     |                        |  |
| MAP Ltd: Yorkshire region event organiser | Pete Walker            | <a href="mailto:maphq@maphq.karoo.co.uk">maphq@maphq.karoo.co.uk</a>                               |
| Official MAG merchandise                  | Louise Gibson          | <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>                           |
| The MAG Foundation – Trustee contact      | Tony Cox               | <a href="mailto:info@mag-foundation.org">info@mag-foundation.org</a>                               |

