

# Network

APRIL 2014

Produced for Activists and other interested parties - views expressed in this publication are not necessarily the views of the Motorcycle Action Group (MAG UK) or the Editor

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## **Editorial**

Hi Guys,

Confused.com have found in a poll that: '1 in 14 motorists admit to taking 'selfies' while driving'! This came across my desk from the IAM. 'You have to be kidding me'. Are these people completely nuts? Its surely bad enough we have to cope with drivers texting, making hand held calls and generally not paying attention without the latest obsession of sending your mates pictures of you at the wheel of a moving car.

Rant over.

A big "thank you" to Leon for getting rid of the threat of those terrible Dutch Roundabouts - the first article in this edition.

There's a really lengthy (of necessity) piece from FEMA on mandatory motorcycle clothing - yep, you read that right. Its interesting stuff with Dolf Willigers from MAG NL taking the lead on this. Watch this space - not in a good way!

Its Annual Group Conference time Folks so get yerselves up to Blackpool on the 12<sup>th</sup> April - [*Booking in from 11am, AGC starts at 12.30pm The Ashley Club, Victoria Road East, Thornton-In-Cleveleys FY5 5HQ Camping available and post-AGC party featuring Drea Night & Fifty Shades of Rock at Blackpool Rugby Club, Fleetwood Road, Blackpool FY5 1RN*]- and exercise your democratic rights.

On the personal front I lost another good friend, again to the curse that is cancer, and MAG lost one of its strongest stalwarts, Debbie Jones, during the evening of Wednesday 2<sup>nd</sup> April. Debbie was Clubs Liaison Officer for a long time, worked very hard and a really lovely person. Once again, at far too young an age, MAG has lost one of its most loyal Activists.

Ride free, A.

Any copy for the May edition please email me: [AnneGaleMAG@aol.com](mailto:AnneGaleMAG@aol.com) subject heading: Network.

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## From the MAG Campaigns Office

### ***MAG Victory for UK bikers - Common Sense***

#### ***Work on 'Killer Kerbs' is brought to a halt***

10<sup>th</sup> March 2014

***A precedent setting 'cycling safety' proposal to install raised curb ridges between lanes on UK roundabouts, which could injure or kill bikers, has been brought to a dramatic halt by the Motorcycle Action Group (MAG).***

Following months of campaigning by MAG, the Department of Transport (DfT) and Bedford Council have suspended a precedent-setting 'Turbo Roundabout' cycling safety scheme planned for March 2014. Policy & Campaigns Adviser, Dr Leon Mannings, says 'implementation now depends on further investigations into the impact on safety for riders of Powered Two Wheelers (PTWs). I'm pleased MAG has been invited to assist investigations of critical aspects of it. It's fair to say this is our most important campaigning achievement this year so far. It's *literally* a life saver.'

Dr Mannings, who led MAG's negotiations, has praised the DfT and Bedford Council for their thoughtful response to MAG's intervention about proposed raised kerb dividers between lanes. 'When we heard that funding had been granted for this proposal, including the kerbs, we instantly saw that such a scheme would create new hazards for riders that could cause serious or fatal injuries. Far from reducing risks, it would massively increase them - and probably for cyclists too. Raised kerbs between lanes on bends are a dangerous obstacle for all two wheelers. On a clear sunny day in minimal traffic and with no cars, vans or trucks the dividers might be easy to avoid. However, when a motorcyclist or cyclist is cornering in dark or wet conditions and amidst heavy traffic, any change in direction by others can force riders to alter course, potentially fail to see the raised kerb - and crash.'

MAG's Director of Comms & Public Affairs, Lembit Öpik, has also praised the DfT's measured approach. 'Leon identified the peril. Transport Ministers such as Robert Goodwill MP – and officers in London and Bedford - listened. Steve Baker MP, Chair of the All Party Parliamentary Motorcycling Group also deserves credit for lobbying in Parliament, as does local MP Richard Fuller. Politicians get a lot of flak, but their response to our concerns shows how they can help deliver crucial progress. It's a victory for common sense.'

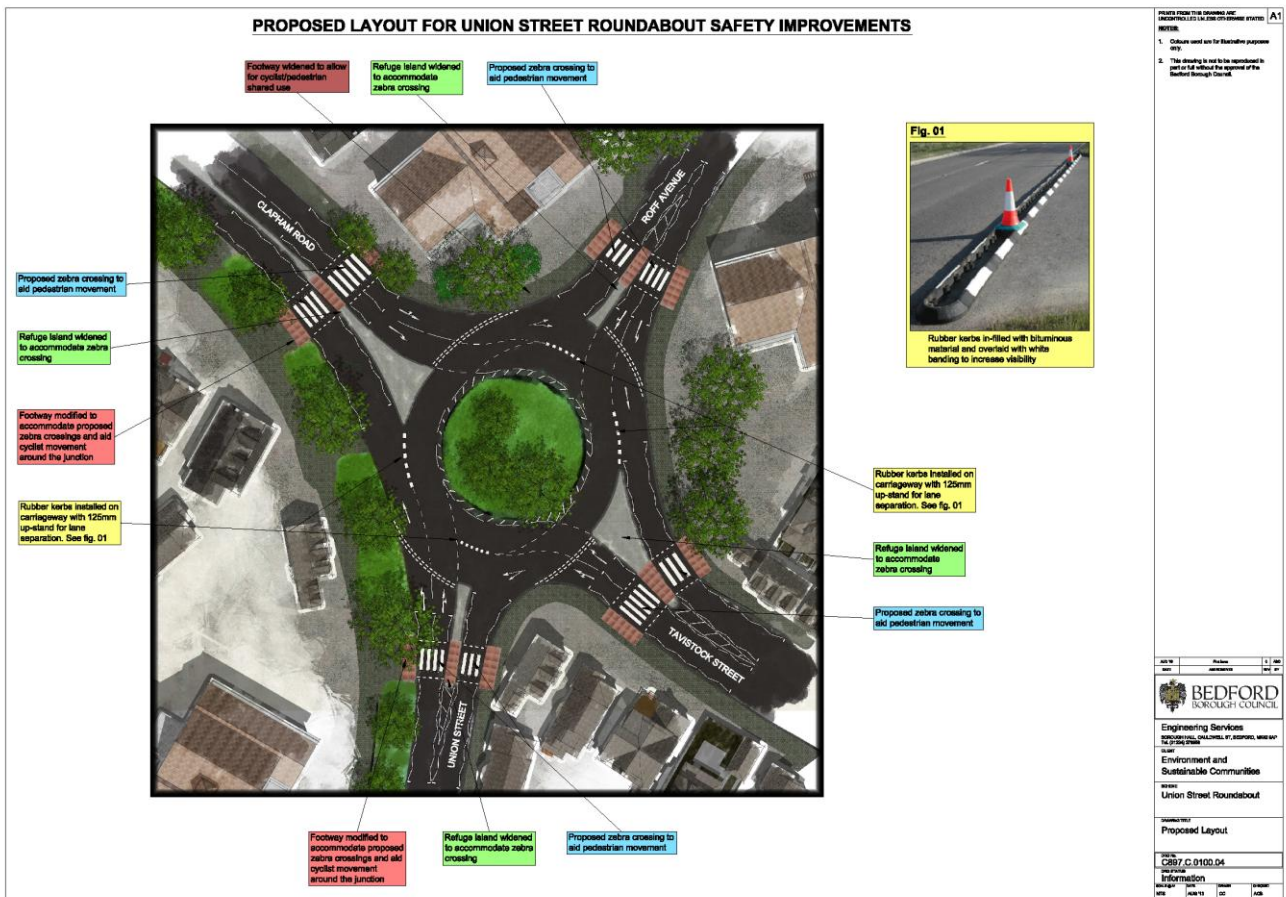
MAG has been invited to assist with an in-depth review of the proposals, and the processes involved with their development. Leon adds, "We strongly support plans to improve safety for all Vulnerable Road Users (VRUs), but we are against proposals that increase danger for some. Let's make sure that safety measures help all VRUs, and not just a chosen few. Now, we're about to start work with the authorities at Local and Central Government level so that plans for this and similar schemes will truly deliver safety benefits for all. And, we hope it will be a really productive partnership. Minister Goodwill demonstrated that talking things through works and can have a positive impact on policy.'

MAG Chairman John Mitchell says 'Leon and Lembit have done great work, not just for riders' rights to have their safety considered in Bedford, but throughout the UK. They've shown that MAG's approach, with proper research and measured intervention, is impressively effective. We're grateful to them – and to the Government for working as team players in the interests of safety.'

## Editor's Notes.

- The Bedford 'turbo' scheme as originally proposed would have been the first in the UK to use hard engineered lane dividers.
- MAG Policy & Campaigns Adviser, Dr Leon Mannings, led talks with Bedford and the DfT about the controversial element in the 'turbo' styled roundabout at a busy junction in Bedford.
- The most critical element in the Bedford proposal was a series of raised kerb dividers between lanes on the roundabout. Proponents hoped that this would enable cyclists to 'feel safer' as the hard engineered dividers could 'encourage' drivers and riders to stay in one lane until they reached their chosen exit.
- MAG and others with expertise on motorcycling are sure that the divider kerbs would have serious adverse impacts for Powered Two Wheeler (PTW) riders, and that these had not been given enough consideration to date.
- As diesel spillage is quite common on roundabouts, a combination of spilt diesel on a wet road in the dark with a trip hazard ridge between lanes, could easily have deadly consequences if the kerb causes riders to fall off into the path of another motor vehicle on the roundabout.
- The campaign has taken many months of effort, including the arrangement of a recent meeting between key officers from the DfT and Bedford to address MAG's concerns.
- MAG has been invited to assist in further investigations of riders' concerns and to develop a more in-depth assessment of the potential impacts of this type of approach for all road users, and especially Vulnerable Road Users (VRUs) - amongst which PTW riders constitute one third of the traffic, with Cyclists and Pedestrians also included in the considerations.
- Leon and Lembit of MAG worked with the Chair of the All Party Parliamentary Motorcycles Group, Steve Baker MP, and local Bedford MP Richard Fuller, to raise the concerns.
- A formal note from the authorities confirms the postponement of the scheme.
- MAG has outlined a series of areas which need to be researched to understand the full impact of the scheme, and has offered to assist with this research.
- Had the scheme been introduced, this may have been used as a precedent for other such schemes.
- Accidents on a 'Turbo' roundabout scheme may have led to legal action in the event of an accident, on the basis that the dangers had been highlighted prior to the scheme being implemented.
- Cyclists have expressed grave concerns about the Bedford proposal and that proponents of the scheme may have misunderstood some key aspects of 'turbo' roundabout principles as actually used in practice in The Netherlands.

***Guys, you will have to increase the viewing size on your PC to be able to read this diagram below properly. Yellow square bottom left indicates where, on these horrific roundabouts, the raised kerbs would be. Top right yellow square (fig.1) indicates exactly what these are close up. Makes me shudder. Thanks to Leon for picking this up and getting onto it straight away, otherwise they could have been popping up everywhere.***



**Absolute Sheer Lunacy:**

**IAM reports: 1 in 14 motorists admit to taking ‘selfies’ while driving**

IAM director of policy and research Neil Greig said: "Research shows that it is simply not possible to use a mobile phone in any way whilst driving and stay safe no matter how confident you may be in your driving ability. This seems to be another form of peer pressure to take part in the latest trend and the best way to avoid it is to give young people the skills to stand up for themselves and not follow the herd and post silly photographs online. It is also really worrying that many drivers caught using a phone are not learning the lesson. The IAM want to see more traffic police out there catching bad drivers but this survey would seem to suggest not even that will stop those addicted to using their smartphones."

[Confused.com](http://www.confused.com) research shows that 1 in 14 motorists (7%) admit to having taken a photograph while driving, and 4% also use the social media app of the moment - Snapchat - to send photos to friends while at the wheel. The price comparison website also discovered that in a recent 30-day period, 287 tweets were tagged with #drivingselfie and #drivingselfies. In addition, 36% of motorists admit to using their mobile phone when driving, mainly to make or answer calls (75%) and send or check texts (43%). Yet, despite so many flouting the law, only 8% say they have actually been caught by police using their phone behind the wheel. And, of those who have been caught, 57% admit to continuing to use their phone while driving after their brush with the law.

**BUDGET 2014: Little cheer for drivers as fuel duty is frozen but Reliant Robins are classed as CLASSIC cars free from road tax.**

**AND**

**£200million fund to fix potholes: Motoring groups welcome fund to fix roads that took a battering during the winter.**

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## **RoadSafety GB. Report delves into “failed to look” collisions**

A new report looks in detail at collisions in the north east of England where ‘failed to look properly’ was recorded as a contributory factor.

The report, compiled by the [North East Regional Road Safety Resource](#), analyses casualty stats from collisions that occurred in the north east region of England between 2008 and 2012, in which at least one driver or rider involved was judged to have ‘failed to look properly’.

Peter Slater from the North East Regional Road Safety Resource, said: “We chose this topic for detailed investigation because while ‘failure to look properly’ is the most commonly recorded contributory factor in collisions in the north east, and across the country as a whole - being listed as a factor in 38% of all collisions - there is relatively little published research into the specific details of the collisions.”

The report indicates that people are more likely to ‘fail to look properly’ on urban roads where there is a 30mph speed limit, and especially when negotiating a junction.

It also shows that almost half of all incidents (49%) were ‘car on car’ - where a car driver ‘failed to look properly’ and then collided with another car.

It also shows that in more than 40% of incidents in which motorcyclists and pedal cyclists were hit by a car or medium goods vehicle, the vehicle driver was adjudged to have ‘failed to look properly’.

The full report - [Analysis of Casualties from Collisions Involving Drivers or Riders who ‘Failed to Look Properly’ in North East England, 2008–2012](#) – is available on the North East Regional Road Safety Resource website, and will shortly be added to the Road Safety Knowledge Centre.

For more information contact [Peter Slater](#) on 0191 433 3165

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## **I A M - One in ten crashes caused by distractions**

The IAM is warning drivers about the dangers of distracted driving after research found that nearly one in ten (9%) of drivers admit to crashing their cars because they were distracted. Just under one in twenty drivers (4 per cent) say that someone was injured in the crash.

The IAM/Vision Critical survey, which polled nearly 1500 regular UK drivers aged 18 years and over, also found that of the 500 drivers who admitted to having a near miss, almost one in five (18 per cent) then went on to have a crash.

The most common distractions are:

- Children in the car (29%)
- Changing the radio channel (27%)
- Back seat drivers (26%)
- Mobile phone use (24%)
- Sat nav (15%)
- Attractive pedestrians, drivers or passengers (14%)

Our most crash-prone drivers come from London and the South East, where 14 per cent of drivers admitted to distraction crashes. The lowest crash rates are in Wales (3%), Yorkshire and Humber (4%) and South West England (5%),

Men are nearly twice as likely to crash because of a distraction than women (11% and 6%). IAM chief executive Simon Best said: "If you think you can multitask and drive then think again. Using mobile phones and other distractions were a factor in more than one hundred deaths on our roads last year, every one of them avoidable."

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## **AROUND GB**

**South West Region:** Thursday May 1st Devon MAG groups are holding a meeting with the regions prospective MEP candidates prior to the MEP elections at the end of MAY.

This is being held at Bridge Motorcycles in Exeter starting at 7.30 and being chaired by MAGs Lembit Opik

**Southern Region:** A quick note of information from Regional Rep Tim Peregrine who is delighted that The New Forest (TNF) MAG are now officially up and running and Mog is the local Rep, after their inaugural meeting on 22<sup>nd</sup> March.

Thanks to Lembit for his support, on every level, it was massively appreciated as I know he is up to Manchester today.

If ever you're in this neck of the woods, the National Park is beautiful with the Jurassic coast nearby, give Mog a shout.

### **Hertfordshire: Firefighters provide safety training for bikers**

Hertfordshire Fire and Rescue Service (HFRS) has launched a training initiative to reduce the number and severity of motorcycle casualties across the county.

The Biker Down course is designed for riders of motorcycles, mopeds and scooters, of all ages and experience. The course is free to attend and teaches practical skills to help bikers avoid collisions, and gives motorcycle-specific first aid training.

Biker Down was devised in Kent but is now being delivered by the HFRS Fire Bike Team at local fire stations across Hertfordshire. The course teaches essential first-aid and gives advice to bikers about what to do should they find themselves first on the scene of a motorcycle collision.

The course comprises three modules: accident scene management; motorcycle-specific first-aid training; and classroom-based tuition on safer riding techniques.

Participants receive a certificate of attendance, a biker safety pack and a laminated 'aide memoir' of what to do should they come across an accident.

### **Motorists in Northern Ireland will benefit from better, quicker services as a result of changes announced today by Roads Minister Stephen Hammond.**

The changes, following a full and public consultation, will mean that all Northern Ireland (NI) motorists will benefit from the same services as motorists in the rest of the UK from July 2014. This means NI motorists will, for the first time, be able to tax vehicles online or by phone. Motorists will also have access to more face-to-face vehicle registration and licensing services than ever before at around 175 Post Office® branches across NI. Following consultation, the proposal will also include additional support for customers and staff, to help the move to these new services. As well as improving services for NI motorists and businesses, the reforms will result in an estimated £12 million year on year saving. Roads Minister Stephen Hammond said:

Motorists in Northern Ireland have not been able to access many of the vehicle registration and licensing services that are taken for granted in the rest of the UK. These changes will address this and will mean that for the first time, Northern Ireland motorists will have greater choice and flexibility or where, when and how they use these services.

### **Sellafield Ltd motorcyclists push for safer roads**

The Sellafield Ltd Motorcycling Group is now established as a collection of pro-active motorcyclists striving for a safer commute for all employees.

It is led by a steering group of eight Sellafield Ltd employees who meet on a monthly basis, together with another fifteen motorcycling 'ambassadors' who will help involve and inform other motorcyclists and road users , with the overall aim of reducing accidents and near misses involving motorcyclists.

One of the founding members of the group and Sellafield Ltd employee, Phil Evans, explains: "We're looking at a range of activities to promote safe motorcycling including arranging and encouraging attendance at Bikesafe workshops."

The group has already received positive feedback from employees; over 100 people have collected high visibility waistcoats and/or registered for Bikesafe workshops.

[Bikesafe workshops](#) are a nationwide police initiative, which provide further training and safety critical information for motorcyclists.



Sergeant Jo House, the Bikesafe co-ordinator for Cumbria Police, stressed the importance of the training: "Every motorcyclist killed or seriously injured on our roads is one too many and as motorcyclists we need to be aware of our vulnerabilities."

The safety of employees is a number one priority for Sellafield Ltd Managing Director and keen motorcyclist, Tony Price: "The Bikesafe workshops are a great initiative that will help Sellafield Ltd continue to achieve the highest standard of safety on and off site."

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## **Transport for London: London's first Motorcycle Safety Action Plan to improve safety for riders across the capital**

- Ambitious plan with action to improve safety for **motorcyclists** and scooter riders
- More enforcement, innovative safety trials and new design guidance for junctions to help reduce collisions
- Hard hitting road safety campaigns to help reduce right-turn collisions and speeding

The Mayor of London and Transport for London (TfL) today published the capital's first **Motorcycle Safety Action Plan** designed to directly reduce the number of collisions involving **motorcyclists** and scooter riders.

One of TfL's top priorities is to reduce by 40 per cent the number of people killed or seriously injured (KSI) on London's roads by 2020. Recently, the Mayor and TfL published six commitments which, working with a range of partners, are guiding a range of work to deliver this. In particular, action is being taken to prioritise the safety of the most vulnerable road users: pedestrians, cyclists and **motorcyclists**.

London has a long history of successful initiatives to increase the safety of **motorcyclists**, with the number of riders killed in London halved during the last decade. However, in 2012 there were 629 **motorcyclist** KSIs on London's roads; which equated to 21 per cent of all KSIs in London that year. Despite the number of **motorcycles** registered in London steadily increasing in the last decade, motorcycling made up just 2.3 per cent of all vehicle kilometres, meaning that **motorcyclist** KSIs remain disproportionately high.

TfL is now redoubling efforts to improve **motorcycle** safety through its new **Motorcycle Safety Action Plan**. The new plan was compiled by TfL working with representatives from the **motorcycle** industry and is based on detailed analysis of the risks and challenges faced by riders in London. It outlines 29 key actions which will directly target the key factors in collisions, which will help to reduce **motorcyclist** casualties across London. The actions include:

- The TfL-funded Metropolitan Police **Motorcycle** Tasking Team will increase enforcement activity by 40 per cent, which will allow the team to further clamp down on dangerous behaviour such as speeding, careless riding and actions by other road users such as turning across **motorcyclists** at junctions. Monthly high-visibility operations will also take place across London to target **motorcycle**, as well as cyclists and pedestrian safety.
- The Mayor and TfL will work with London's police to make better use of offender retraining for **motorcyclists** as an alternative to prosecutions. They will also lobby the Department for Transport (DfT) for further safety and training elements, such as additional guidance on riding in a busy city environment, to be included in the **motorcycle** compulsory basic training (CBT) and the **motorcycle** licence test.

- Working with the **motorcycle** industry and local boroughs, TfL will promote the use of Personal Protection Equipment (PPE) by **motorcyclists**, which can severely reduce the severity of injuries when involved in a collision. TfL will also carry out on-street trials of new technologies specifically designed to make motorcycling safer, such as innovative headlights which make **motorcycles** look larger to help reduce right turn collisions.
- New hard hitting safety campaigns will be produced, designed specifically to change road user behaviour that puts **motorcyclists** at risk, such as drivers failing to look properly or not accurately judging **motorcyclists'** paths when turning into or out of side roads.
- A new **Motorcycle** Courier and Delivery Code will be launched by TfL and representatives from the motorcycling industry. This would look to ensure companies provide better training and safety equipment to riders while helping companies to improve riding behaviour among their employees.
- TfL will produce new design guidance for **motorcyclists** specifically tailored for London's roads, building on the forthcoming design guidance by the Institute of Highway Engineers. **Motorcycle** safety and best practice across Europe will also be investigated to see whether any further lessons could be learnt to reduce **motorcycle** injuries.

To support the publication of the **Motorcycle** Safety Action Plan, TfL has also published a new independent report which provides, for the first time, detailed analysis of fatal **motorcycle** collisions in London. This ground-breaking research, looked at the Police investigation reports for all fatal collisions between 2006 and 2009 and showed that most fatal collisions during this period (45 per cent) involved a "loss of control", with half of these being recorded as exceeding the speed limit. A further 22 per cent involved vehicles turning across the path of the **motorcyclist**.

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## Driving Standards Agency

### Motorcycle riding theory test: operational statistics

This document gives statistics about motorcycle riding theory tests which show pass rates for each theory test centre.

Link to full document: <https://www.gov.uk/government/publications/motorcycle-riding-theory-test-operational-statistics>

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### BMW looking for three riders to compete in the GS Trophy

BMW is inviting British riders to compete for three places in Team UK for the 2014 GS Trophy final in Canada.

The UK qualifier will be held over the Bank Holiday weekend May 25-26 and takes place in South Wales at BMW's Off-Road Skills School.

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Riders will compete in navigation challenges on a road loop on their own bike, while all off-road sections will be on BMW's own motorcycles.

BMW state: "The qualifying event is suitable for riders of all abilities and levels, will involve a host of fun and enjoyable on- and off-road riding challenges, as well as practical and navigation tests on the stunning roads around the region".

Three riders will be chosen by Dakar race legend Simon Pavey to represent the UK in the final against teams from over 15 nations, with the lucky trio being flown out to Canada for an all-expenses paid ten-day riding adventure.

BMW Off-Road Skills is holding a special one-day refresher course for GS Trophy entrants looking for extra practice on May 24 priced at £249. Riders will get to practice on a motorcycle of their choice, as well as get advice from instructors.

Additionally, customers can book one of the last remaining places on the two-day BMW off Road Skills courses ahead of the event to brush up on their skills and techniques.

For more information, visit <http://www.offroadskills.com/off-road-adventures/gs-trophy-uk-qualifier>

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## **Road Safety GB - PTW campaign will include riders' training database**

The second phase of a campaign to encourage PTW riders to take post-test training will include a national database of local and regional training courses and information.

[The TWIST campaign](#), developed by the Cambridgeshire & Peterborough Road Safety Partnership (CPRSP), first launched in May 2013. The main element of the initial campaign is an [animated video](#) which has attracted in the region of 26,000 views on YouTube. The light-hearted film shows some of the daft and dangerous things that can get bikers into trouble – and encourages them to take additional training to make them better and safer riders.

The second phase, TWIST2, will comprise a series of four shorter films which this time will focus on the mistakes that drivers make which can have serious implications for riders. The animated films will be in the same style as TWIST1 and will be released during April 2014.

As part of TWIST2, the project team is building a database of local and regional training courses for bikers, and contact details where they can obtain advice and information from experts in their local area.

Matt Staton, from the CPRSP, said: "While we're developing the films ourselves, they will be viewed by bikers across the UK and further afield.

“As such, in order to maximize the campaign’s effectiveness it seems logical to include details of local and regional training for bikers across the UK.”

For more information or to provide details for inclusion in the database, contact [Simon Rawlings](#) project manager, on 01379 650112.

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## F E M A

### **Dolf Willigers (MAG NL) investigates the next motorcycle issue on the European agenda: mandatory motorcycle clothing.**

Who thought that after the new rules on type approval, the third driving license directive and the European wide mandatory periodical technical inspections for motorcycles we had our fair share of ‘Brussels’, should perhaps adjust his or her expectations, because the next item is at your doorstep.

This one is called [89/391/EEC](#), or in words "COUNCIL DIRECTIVE of 12 June 1989 on the introduction of measures to encourage improvements in the safety and health of workers at work". This scheme forms the basis of yet another scheme, namely [89/656/EEC](#), or the "COUNCIL DIRECTIVE of 30 November 1989 concerning the minimum safety and health requirements for the use by workers of personal protective equipment at the workplace (third individual directive within the meaning of Article 16, paragraph 1 of Directive 89/391/EEC)."

Are you still there? I write out the titles of those directives in full, to make clear what they are about. So the first order is about ‘action’ and the second focusses on ‘personal protective equipment’. Both aimed at ‘employees’. The latter directive originates a range of requirements which ‘personal protective equipment by workers’ should meet. Anyway, if you're just riding around in your free time this doesn’t affects you. Well, not yet, but that may change... More on that later.

I'm going to harass you with a third directive, the last one. That directive is [89/686/EEC](#), the “COUNCIL DIRECTIVE of 21 December 1989 on the approximation of the laws of Member States relating to personal protective equipment." By (personal) protection is meant ‘a piece of equipment or means of understanding intended to be worn or held to protect against one or more hazards that threaten their health and safety may constitute a person’. This sounds more like something you as a rider may have to deal with, and that is correct. Based on these guidelines, the standards are established which - for example - helmets and protectors of your motorcycle gear must meet. These standards are established by the [CEN](#) (Comité Européen de Normalisation), in which the 33 European national standards bodies are cooperating. For motorcycle jackets and trousers for professional motorcycle riders the safety requirements are described in detail in standards EN 13595-1 to EN 13595-4. These four standards include general requirements, the determination of wear resistance, determining tear resistance, cut resistance determination. These standards are based on two levels of protection: one that applies to speeds up to 50 kilometres (35 miles) per hour and one for higher speeds and thus considering a higher level of protection. Remember these standards well, because we are going to encounter them again later.

The first difference between the first two and the last directives is that 89/319 and 89/656 are targeted at employees, in our case at people who ride for their work as police motorcyclists, ambulance drivers, employed couriers. Directive 89/686 applies generally. All motorcycle helmets for all motorcyclists in Europe must meet the same requirements. But there is another difference. On the basis of the directive for professional motorcycle riders (let's just call it that from here) much more is

regulated than in the general directive. That's because the directives 89/319 and 89/656 concern the obligation of the employer to his employee to ensure proper protection, and by the way also the obligation from the employee when it comes to the use of PPE. To enforce such an obligation it has to be well described. The general directive, 89/686, is only about the adaptation between the Member States. Until now, the European Commission has not found it necessary to include motorcycle clothing such as coats and rousers. This just might change.

You read it right: 'until now' and 'change'. Because what is happening? Since 1989 different parties have urged to apply the EN 13595 standards not only to 'professional' motorcycle gear, but to all motorcycle gear. Uhm, have you ever noticed that nowadays motorcycle cops and the boys on bikes of road authorities are very, very visible? That has to do with these standards. We sense nowadays a new pressure on the European Commission to widen the scope of the EN 13595 standards. Safety is hot in Brussels, and especially when it yields subsidy. Grants to investigate the safety of motorcyclists or another investigation to devise new or amended standards for new targets. The Spanish Institute [CIDAUT](#) is such a club that runs on this kind of community funds. Recently they completed the [MOSAFIM project](#). The project name stands for 'Motorcyclists Safety Improvement through better road behavior of the equipment and first aid devices'. On the website of MOSAFIM they state that "this project is put forward by a consortium that brings together an extensive background in PTW safety R&D from a laboratory (CIDAUT Foundation), the wide knowledge on biomechanics (Ludwig-Maximilians-Universität), the experience on electronic devices for motorcycles (Metasystem) and the collaboration of the most important motorcycling federation (FIM- Fédération Internationale de Motocyclisme)". Two research centers, which run on grant money, an ICT company and a motorsport federation that is trying to get a foothold as general motorcycling advocate.

On 17 December 2013 the results of the project were presented. Not in Brussels, as you would expect, but at CIDAUT in Valladolid (Spain), so any critical questioners would stay away. On the conclusions of MOSAFIM I can be brief: broadly it means that the standards for professional motorcycle gear should apply to all motorcycle gear. The same applies to gloves and boots. If it goes wrong the eCall system should operate (a proposal to introduce that system for cars and light trucks was recently adopted by the European Parliament) and should be using sophisticated electronic equipment to establish the nature of injuries and the appropriate treatment. Hence the participating of an IT company in the project.

Of course it looks quite nice: minimum requirements for safe motorcycle gear, but is that true? It isn't. First of all, we're not just talking of equalizing the minimal requirements of the clothes for professional motorcycle riders and other riders, but we are also talking about the mandatory wearing of approved motorcycle gear. Anytime, anywhere. Also in your own town, just doing an errand. If the safety lobby gets its way, in a few years you must always put on your MC gear first. Are we against wearing proper riding gear? On the contrary! It's just we find this is still something for which only we riders are responsible.

There is another aspect the research MOSAFIM does not mention: sometimes, just sometimes you're better off without the stuffy gear. This fact is endorsed by scientific studies, for example, the [Australian Gear Study of the George Institute for Global Health](#), (Liz de Rome et al, Sydney, 2011) concluded : "These findings have implications for policy decisions related to Encouraging the use of motorcycle protective clothing, However mandating use is not recommended at this stage". The reason given for this is "mandating use of protective equipment is unlikely to be either feasible or effective, given known ergonomic issues, the lack of global standards and the lack of quality control in motorcycle protective clothing as evidenced by the failure rates in this study". Meaning: the researchers doubt the effectiveness of protective agents, there are still too many ergonomic problems, Who thought that after the new rules on type approval, the third driving license directive and the European wide mandatory periodical technical inspections for motorcycles we had our fair share of 'Brussels', should perhaps adjust his or her expectations, because the next item is at your doorstep.

This one is called [89/391/EEC](#), or in words "COUNCIL DIRECTIVE of 12 June 1989 on the introduction of measures to encourage improvements in the safety and health of workers at work". This scheme forms the basis of yet another scheme, namely [89/656/EEC](#), or the "COUNCIL DIRECTIVE of 30 November 1989 concerning the minimum safety and health requirements for the use by workers of personal protective equipment at the workplace (third individual directive within the meaning of Article 16, paragraph 1 of Directive 89/391/EEC)."

Are you still there? I write out the titles of those directives in full, to make clear what they are about. So the first order is about 'action' and the second focusses on 'personal protective equipment'. Both aimed at 'employees'. The latter directive originates a range of requirements which 'personal protective equipment by workers' should meet. Anyway, if you're just riding around in your free time this doesn't affect you. Well, not yet, but that may change... More on that later.

I'm going to harass you with a third directive, the last one. That directive is [89/686/EEC](#), the "COUNCIL DIRECTIVE of 21 December 1989 on the approximation of the laws of Member States relating to personal protective equipment." By (personal) protection is meant 'a piece of equipment or means of understanding intended to be worn or held to protect against one or more hazards that threaten their health and safety may constitute a person'. This sounds more like something you as a rider may have to deal with, and that is correct. Based on these guidelines, the standards are established which - for example - helmets and protectors of your motorcycle gear must meet. These standards are established by the [CEN](#) (Comité Européen de Normalisation), in which the 33 European national standards bodies are cooperating. For motorcycle jackets and trousers for professional motorcycle riders the safety requirements are described in detail in standards EN 13595-1 to EN 13595-4. These four standards include general requirements, the determination of wear resistance, determining tear resistance, cut resistance determination. These standards are based on two levels of protection: one that applies to speeds up to 50 kilometres (35 miles) per hour and one for higher speeds and thus considering a higher level of protection. Remember these standards well, because we are going to encounter them again later.

The first difference between the first two and the last directives is that 89/319 and 89/656 are targeted at employees, in our case at people who ride for their work as police motorcyclists, ambulance drivers, employed couriers. Directive 89/686 applies generally. All motorcycle helmets for all motorcyclists in Europe must meet the same requirements. But there is another difference. On the basis of the directive for professional motorcycle riders (let's just call it that from here) much more is regulated than in the general directive. That's because the directives 89/319 and 89/656 concern the obligation of the employer to his employee to ensure proper protection, and by the way also the obligation from the employee when it comes to the use of PPE. To enforce such an obligation it has to be well described. The general directive, 89/686, is only about the adaptation between the Member States. Until now, the European Commission has not found it necessary to include motorcycle clothing such as coats and rousers. This just might change.

You read it right: 'until now' and 'change'. Because what is happening? Since 1989 different parties have urged to apply the EN 13595 standards not only to 'professional' motorcycle gear, but to all motorcycle gear. Uhm, have you ever noticed that nowadays motorcycle cops and the boys on bikes of road authorities are very, very visible? That has to do with these standards. We sense nowadays a new pressure on the European Commission to widen the scope of the EN 13595 standards. Safety is hot in Brussels, and especially when it yields subsidy. Grants to investigate the safety of motorcyclists or another investigation to devise new or amended standards for new targets. The Spanish Institute [CIDAUT](#) is such a club that runs on this kind of community funds. Recently they completed the [MOSAFIM project](#). The project name stands for 'Motorcyclists Safety Improvement through better road behavior of the equipment and first aid devices'. On the website of MOSAFIM they state that "this project is put forward by a consortium that brings together an extensive background in PTW safety R&D from a laboratory (CIDAUT Foundation), the wide knowledge on biomechanics (Ludwig-Maximilians-Universität), the experience on electronic devices for motorcycles

(Metasystem) and the collaboration of the most important motorcycling federation (FIM- Fédération Internationale de Motocyclisme)". Two research centers, which run on grant money, an ICT company and a motorsport federation that is trying to get a foothold as general motorcycling advocate.

On 17 December 2013 the results of the project were presented. Not in Brussels, as you would expect, but at CIDAUT in Valladolid (Spain), so any critical questioners would stay away. On the conclusions of MOSAFIM I can be brief: broadly it means that the standards for professional motorcycle gear should apply to all motorcycle gear. The same applies to gloves and boots. If it goes wrong the eCall system should operate (a proposal to introduce that system for cars and light trucks was recently adopted by the European Parliament) and should be using sophisticated electronic equipment to establish the nature of injuries and the appropriate treatment. Hence the participating of an IT company in the project.

Of course it looks quite nice: minimum requirements for safe motorcycle gear, but is that true? It isn't. First of all, we're not just talking of equalizing the minimal requirements of the clothes for professional motorcycle riders and other riders, but we are also talking about the mandatory wearing of approved motorcycle gear. Anytime, anywhere. Also in your own town, just doing an errand. If the safety lobby gets its way, in a few years you must always put on your MC gear first. Are we against wearing proper riding gear? On the contrary! It's just we find this is still something for which only we riders are responsible.

There is another aspect the research MOSAFIM does not mention: sometimes, just sometimes you're better off without the stuffy gear. This fact is endorsed by scientific studies, for example, the [Australian Gear Study of the George Institute for Global Health](#), (Liz de Rome et al, Sydney, 2011) concluded : "These findings have implications for policy decisions related to Encouraging the use of motorcycle protective clothing, However mandating use is not recommended at this stage". The reason given for this is "mandating use of protective equipment is unlikely to be either feasible or effective, given known ergonomic issues, the lack of global standards and the lack of quality control in motorcycle protective clothing as evidenced by the failure rates in this study". Meaning: the researchers doubt the effectiveness of protective agents, there are still too many ergonomic problems, there are no global standards and often the quality control fails.

In this last paragraph we look at the conclusions of the Gear Study again. First, the question of effectiveness. The researchers discovered that some injuries were more common with riders who wore protective clothing and other resources like spine protectors in relation to riders who didn't. About the ergonomic aspect investigator Liz de Rome told me a few years ago: "protection is very good if you fall off the bike, but if that happens because you faint from the heat because of your motorcycle gear, you are better off not wearing it." About the quality she told us that just expensive suits from leading brands often failed because of insufficient quality of the stitching. Incidentally, this is not so strange when you consider that manufacturers are responsible for monitoring compliance with the European standards. They mark their own paper.

The reservations in the Gear Study show exactly our own reservations. One standard for the whole of Europa doesn't take into account the local circumstances: the same requirements apply for northern Sweden as for southern Spain, the quality control system fails, there is still insufficient clarity about the effectiveness of the various protective means. And there this other thing: we want to be treated like the adults we are.

And

**Euro bike testing scrapped**

**The European Parliament by a large majority voted in favour of the compromise proposal from the European Commission on a European regulation for the periodic technical inspection (PTI) of motor vehicles.**

This compromise proposal will include that the PTI for motorcycles is postponed until 2022.

If the Member States in the five years prior to that date take adequate measures to improve the safety of motorcycles the PTI can be waived. FEMA assumes that this will happen.

In the event that Member States do introduce a periodical technical inspection, for whatever reason, the Member States can now decide how they will organize the PTI and the frequency with which the inspection will take place .

FEMA spokesman Dolf Willigers reports from Strasbourg: "This is a great victory for the National organizations and FEMA. Without close cooperation of our organizations with befriended MEP's and particularly the Dutch and French government.

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**VisorDown: Motorcycles and cars face restrictions in Paris after pollution hits high.**

Both motorcycles and cars face temporary restrictions in Paris in measures to tackle high pollution levels.

As of 17 March, only vehicles with registration plates ending in an odd number will be allowed to enter the city.

If the restrictions remain in place for over a day, permission to drive will alternate to those with even-numbered plates, and so on.

Hundreds of police officers will be monitoring traffic in Paris to enforce the restrictions, which come after air pollution exceeded safe levels for five days running in Paris and surrounding areas.

Those who disregard the restrictions will face a small fine. There will be free parking for the vehicles that aren't permitted to be driven on that given day.

There are exceptions for electric and hybrid vehicles, and for cars carrying three or more passengers. Public transport has also been made free of charge for three days to encourage people to leave their vehicles at home.

Similar initiatives been tried before, in 1997. Airparif, Paris' air quality monitoring body, says it had a noticeable impact on improving air quality.

Opposition leader Jean-Francois Cope complained that the ban "lacks coherence, explanation and on the ground it's really panic".

The measure has also been criticised for encouraging people to get two cars, one with an odd registration number and one with even.

The high pollution levels have been caused by a combination of cold nights and warm days, which have prevented the smog from dispersing.

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According to the French environmental agencies, the capital's air quality has been one of the worst on record, rivalling Beijing, one of the world's most polluted cities.

PM10 particulates are emitted by vehicles, heating systems and heavy industry. The safe limit per cubic metre is 80 microgrammes. On Friday, pollution levels in Paris hit 180 microgrammes.

The French government is reviewing pollution levels, before making a call on whether to extend the driving restrictions for longer.

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## **Haynes**

### **Grand opening of new Haynes International Motor Museum – Wednesday 16 April 2014**

- Culture, Communications and Creative Industries Minister, Ed Vaizey MP, to open new Museum
- £5 million modernisation project hosts new exhibits, including over 400 cars and motorcycles
- Three new exhibition halls; two modernised halls; interactive displays and virtual reality interpretation;

Haynes Motorland Children's adventure play zone, suite of function rooms, Café 750 and Museum shop, all to be opened

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