



January 2021 Network

A networking tool for Activists and other interested parties

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Please send copy for the February edition to:- aine@mag-uk.org.

Subject heading: Network by 25th January.

EDITORIAL

Here's hoping you had as good a festive season as possible under the restrictive circumstances.

On the face of it there doesn't seem to be much happening nationally regarding motorcycling, although I'm sure Colin and Lembit would disagree as it doesn't seem their workload gets any lighter! I'd like to say there was a topic I could get my teeth into and maybe have a rant but typical of this time of year its all a bit mundane and quiet.

At the time of going to press its difficult to tell if we might be in a national lockdown this month but let's hope this terrible virus, which seems to have soaked up the whole of 2020, is soon a thing of the past and we can get back to 'normal' – whatever that is!

Here's wishing you all a safe and wonderful 2021 with lots of riding our bikes and events to go to.

Be safe, ride free, *AineG*.

[Acknowledgments: George Legg, Colin Brown, Lembit Opik, Martyn Boyd, Julie Spurling, plus anyone else I've forgotten.]

Political Report from the Campaigns Team

As we start 2021, the Political Unit looks forward at the beginning of a year in which many of the battles MAG has fought in 2020 will necessarily continue. Lembit Öpik and Colin Brown have a simple message: 'engage, debate, persist.'

Happy New Year

Let's start with a positive thing. After a challenging 2020, MAG's influence is stronger now than it was 12 months ago. We're still fighting and we're ready for action, whatever the 12 months ahead have in store. While the Coronavirus continues to rage across the country, MAG has found ways to work around that issue. We make our voice heard, largely digitally, in more places than we've ever had a say before. So the two of us are going to make 2021 a good year for MAG in many campaigning ways, and despite the threats facing us in terms of our freedom to ride and access to road space. Here's an update of what we can expect in the next few months.

In the year ahead, mind set is key. Lembit summarises the Political Unit's collective outlook as *'engage, debate, persist. By being determined and diligently driving progress through patient and robust engagement, we at MAG made huge strides into influential debating chambers in 2020. This is the strategy for 2021. It's intense sometimes, but as we can see from what we achieved last year, it brings results. We look forward to supporting members to do the same locally. It really does work.'*

Child death inquest verdict pending

You may have seen in the news a widely covered inquest into the death of a girl who had very serious existing health problems has said that bad air had something to do with it. A group, including the Green Party, worked hard to try and get the 10-day inquest (in fact the second one on her death) that was held at the end of last year to rule that she died because of transport pollution.

If the detailed analysis of the verdict indicates that this is the case, it has potentially massive consequences for anyone using a vehicle. In fact, the potential for litigation by people who may claim their health has been damaged by emissions is, at this stage, open-ended.

In a strange twist, the Government and the Mayor of London both sent their people into the inquest to argue that bad air did NOT kill the child. This is a little ironic, given that the mood music from both has implied they agree with claims about 40,000 deaths arising from air pollution. What it really proves is that they have realised the liability implications of their scaremongering over air pollution.

Note that the ruling may also mean that every school using gas cookers or gas central heating may be exposed to litigation. The largest exposure any of us normally experiences to nitrogen oxides is indoors. Also, the floodgates are open against Transport for London to prove why particulate matter around 2,900% higher in the Underground than at street level has been permitted.

This is a verdict with potentially massive consequences for us all. We will take a calm look at the documentation and see what the reality is. Lembit predicts this will be used to attack our right to ride – or drive – vehicles with petrol engines. When we have looked at the verdict in detail we will provide a further update.

MAG applies logic on motive power

You'll remember that, last year, the Department for Transport told us they want to end the sale of new petrol and diesel engine cars and vans by 2030. Hybrid sales are to stop by 2035.

MAG established that the plans do not currently include motorcycles. That is not to say that there is no intention, simply that plans have not considered motorcycles yet. It is clear that we are positioning MAG to be centrally placed to inform the debate if and when the question is given full policy consideration.

There are many elements to this debate, and inevitably it touches on larger issues too. MAG has been taking a leading role in engaging with other interested individuals and parties to seek clarity on the science, the politics and the policies related to our rights and options over all forms of motorbike.

To inject some sense into the sometimes-hysterical claims and counterclaims in this highly emotive subject, we are holding a roundtable discussion on February 9th 2021, to which anyone with an interest is invited. The question is simple: what's the right way forward in terms of health, environment and transport? If you'd like to come, please contact Lembit at:

lembit@mag-uk.org.

Wherever you stand on climate, choice and the science, you'll be most welcome to attend, speak and listen.

2021 – when road space cuts may come under pressure

Emergency powers have been used to 'reallocate' road space throughout 2020. The reason given was to help with social distancing and 'active travel' - cycling and walking. Some

schemes have already been removed.. The issue has become rather heated and mired in controversy.

Please let us know of any scheme local to you if you think it negatively impacts you as a motorcyclist. All trial and temporary schemes will need to go through a process of consultation before they are made permanent. That's when we have the option to challenge them with data and logic. We're not against cycling and walking. We're against discrimination that harms riders' rights. This is what will define our actions in regard to each of these projects. Let us know if there's something we can do to help you to have your say.

Progress with Transport for London

Lembit, Colin and a local MAG member attended a meeting with Transport for London – and the Deputy Mayor for transport, Heidi Alexander, on 9th December 2020. The subject was motorcycle safety and our aim was to secure an on-going dialogue to sort out a way to progress in partnership with the authority – and we did!

Keith Prince AM, who's on the Greater London Authority and a great ally to motorcycling, ran the meeting and got them to agree to work with us. Keith said: *'this meeting led to actual agreements so that motorcyclists are treated with parity of esteem by the London authorities. I'm pleased we made this concrete agreement for sensible engagement that's data driven and time efficient. So, at last, riders are included in London transport discussions on an equitable basis.'* That's a good summary of where we are. There will be much more news to come on this project and our thanks go to the very active team of London members working on this. It's a fantastic outcome and should have national implications. This meeting was not the end. It is merely the end of the beginning.

We are making real progress in London, so if you have been thinking of getting involved, please do get in touch. The London team is growing in strength, but will welcome all the help it can get.

Robocars

Looking ahead into 2021, this is going to be a year where a lot of focus will be given to the idea of increased autonomy in road vehicles. We know this because of a number of statements from Government about their intention to make the UK a front runner in this technology. Also, testing has occurred on our roads already, with some fairly impressive results – assuming the reports are accurate, of course.

Lembit who has been following this closely for MAG says: *'autonomous vehicles are an attractive option – especially if you hate driving. However, there are still three key unresolved issues: who's in charge when the vehicle is operating autonomously; who's liable in an accident; and can robot vehicles and human controlled ones co-exist? Expect to see an increase in debate in this area. The implications for bikers are yet to be clearly defined. However, if you ride because you like controlling your machine, the odds are you don't want to give control to a robot. Therefore the autonomous controlled/human controlled interface is likely to be the prime consideration for MAG.'*

We're watching this area closely, and have previously inputted into various debates. What's going to happen next? Probably further active trials on roads. When we know, you'll know.

Citizens of Cambridgeshire: Saddle up.

Following excellent efforts from a local activist who wishes to remain nameless (you know who you are!) Cambridgeshire County Council have launched a trial of motorcycle access

to a bus lane. If you ride along Elizabeth Way in Cambridge please use the bus lane (responsibly) and tell all your biking mates too.

In a turn of events that took even our local activist by surprise the Council has even committed to a document saying that they wish to encourage people to buy and use motorcycles. We think the people of Cambridge should consider it their civic duty so spread the word!

If you live or ride in Cambridgeshire please do make a point of trying to use this bus lane. The council will be monitoring it and looking for an increase in motorcycling as a result of the policy.

More importantly contact the council to thank them for the trial and use this as an opportunity to call for better motorcycle parking in Cambridge – maybe point to the Levelling Up Fund or Transforming Cities Fund as a source of money for the council to do this. Given that the Council's stated aim is to get more people riding motorcycles we need to help them to achieve that goal.

Filling the long, cold post-Christmas evenings.

Oxford

Had enough of cold turkey sandwiches and still not allowed out? Why not while away those long dark evenings by sending your thoughts to Oxfordshire City Council about their proposed Zero Emissions zone?

Despite assurances to the contrary during the first round of consultations the size of this zero emissions zone is expanding. The original claim was for a tiny zero emission zone within a wider clean air zone. It now appears the council are pushing towards a plan to charge any non-electric vehicle in the entire zone.

The consultation can be found here:

<https://consultations.oxfordshire.gov.uk/consult/ti/formalzezpilot/consultationHome>

You have till 17 January 2021 to respond. MAG Central will be making a full and detailed response.

Wales

And don't forget "Llwybr Newydd: a new Wales transport strategy".

MAG Central will be responding to the consultation directly in writing, and calling for further meaningful dialogue, but please do take the opportunity to respond to the consultation.

The consultation can be found here: <https://gov.wales/llwybr-newydd>

Closing date for responses 25 January 2021

Colchester

If Colchester is closer to home for you there is the Colchester Future Transport Strategy. This is open till 8th January so you will need to be quick:

<https://www.essexhighways.org/colchester-future-transport.aspx>

North East

If you are based further north maybe take a look at the Transport North East's first Transport Plan. You have got till the 14th January to make your comments on this one.

<https://www.transportnortheast.gov.uk/have-your-say/>

There are bound to be others, so have a look around and feel free to let us know at Central if you find something not already on our list.

We will reply to as many as we can, but will probably struggle to do them all justice, so it's important that we all work together to raise the profile of motorcycles and get policy makers to recognise, support and promote their benefits.

Make 2021 your year of Action

We are delighted by the level of work that has been done by local MAG members over the last year, but we always have room for more people to get involved. We receive a steady flow of enquiries at central office from members asking what they can do. We are always happy to help, but the most important step you can take is to get in touch with your local group or regional rep to find out what is happening in your area. If you don't have a local group, why not start one. There will always be help and support to do this. 2020 has seen a great deal of isolation, so 2021 should be the perfect opportunity to make a fresh start and bring the motorcycling community together.

MAG PRESS RELEASES

MAG offers to help Camden grasp the benefits of motorcycles.

The Motorcycle Action Group (MAG) has offered to help Camden Borough Council grasp the benefits of motorcycles. The Borough Council is missing a key aid to achieving its goals.

MAG wrote to the leader of Camden Borough Council this week with a proposal. The offer is to share knowledge and evidence about the positive impact that motorcycling can deliver.

MAG's Greater London members have raised concerns about changes to parking permits and charges. The Council want to be a zero-carbon borough by 2030 and plan to reduce pollution and improve local air quality by reducing the number of high carbon emission and diesel vehicles in the borough. They also encourage residents to use more sustainable ways of travel.

The parking proposals will treat motorcycles the same as cars, but MAG claims that the actual impacts of cars and motorcycles are very different. Thus the Council's blanket approach to parking is counter-productive.

MAG's Director of Campaigns & Political Engagement, Colin Brown, says:
"I can see that misunderstandings about motorcycles are influencing the policy makers in Camden. This is not surprising, as these distortions are rarely challenged. The realities, however, are a world apart from outdated views of the motorcycle. There is a clear need to focus on shaping a better future, so we need to throw off these old ideas. We must recognise what motorcycling offers today and in the future.

At MAG we are working hard to promote a re-evaluation of motorcycling in transport policy. The future of transport is multi-modal, and motorcycles are a key part of that multi-modal future. We all share the goals of reduced congestion, cleaner air and reduced CO2 emissions, but if we cannot get past prejudices and misconceptions, the goals will be much harder to achieve."

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

Notes for Editors: The Camden Borough Council proposals for changes to parking permits

and charges can be found here: <https://news.camden.gov.uk/proposed-changes-to-parking-permits-and-charges/>

MAG wins TfL agreement to review threats to rider safety. 16/12/2020

London transport bosses have agreed to review threats to rider safety. Transport for London (TfL) will carry out a series of site visits at critical points across London that – The Motorcycle Action Group (MAG) says - are threatening riders' safety.

Motorcyclist fatalities in London have risen by more than 40% over the past two years, from 22 in 2018 to 31 in 2019. Provisional figures for 2020 show no decline despite vastly reduced traffic levels during the pandemic. MAG claims that poor road design is partly to blame.

Heidi Alexander, Deputy Mayor for Transport, agreed a series of site meetings with MAG.

TfL will meet riders at locations which, MAG says, are typical of many potential accident blackspots around the capital. Sites include Hyde Park Corner, Farringdon Road, and Old Street. MAG is finalising a schedule and the visits will go ahead as soon as possible.

Lembit Opik, MAG's Director of Communications, said:

“This is a significant step forward. Until now, riders in London have felt disenfranchised. Their views are as valid as any other road user's. We can discuss statistics whilst sat in meeting rooms for as long as we like, but it's the lived experience of the user that was being forgotten. We believe riders' interests have been neglected, and the high number of deaths is the outcome of that neglect; something we can now address. Compared to the millions poured into cycle safety, it is hard to find any evidence of equivalent investment in the safety of motorcyclists.”

Greater London Authority Assembly Member and Conservative Transport Spokesman, Keith Prince, chaired the meeting. He observed:

“This meeting led to actual agreements so that motorcyclists are treated with parity of esteem by the London authorities. I'm pleased we made this concrete agreement for sensible engagement that's data driven and time efficient. So, at last, riders are included in London transport discussions on an equitable basis.”

Additionally, MAG is urging TfL to implement the recommendations in its own Urban Motorcycle Design Handbook, published in 2017. MAG says that TfL's 'excellent' handbook offers potentially life-saving road design changes - but asks where these have been implemented. It is also asking TfL to persuade London's 33 boroughs to follow the design guide - and to harmonise the 'confusing' pattern of bus lane usage by motorcyclists.

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

“We plan to set a precedent for real progress in London and this will become a template for action across the country. All local authorities can – and should -appoint dedicated motorcycling officers. These officers, just like cycling officers, should be charged with making motorcycling safer and more accessible. They should be accountable to motorcyclists.”

During the meeting, MAG called on TfL to carry out detailed assessment of recent road schemes on motorcycle safety, as riders can face higher risks from such schemes as 'pop-up' cycle lanes and Low Traffic Neighbourhoods. MAG is also asking TfL to use its influence to improve conditions for gig economy riders.

Colin Brown concluded:

“We view this meeting as a further step in an ongoing process of dialogue. It is certainly not the end of our efforts. We hope to make further progress on these other important points we are calling for in the coming months. Success in London will naturally lead to progress for all bikers throughout the country.”

Cambridgeshire encourage people to buy and to use motorcycles.

18/12/2020

Cambridgeshire has launched a trial of motorcycle access to bus lanes. The County Council want to encourage people to buy and use motorcycles.

The Council opened the Elizabeth Way bus lane to motorcyclists and full electric cars on 14th December 2020. Local MAG activists campaigned for motorcycle access for many years. Importantly, local MP, Daniel Zeichner, supports calls for motorcycle access. Finally, the lobbying has been rewarded with the start of this new trial.

The trial is being implemented on an experimental basis and will be reviewed after six months. The Council will consider whether access should be made permanent after the trial period. Under the trial, access for full electric cars will also be tested.

A Cambridgeshire County Council spokesperson said:

“We’re keen to improve air quality and encourage people to travel more sustainably. With this in mind, we have started a trial which allows Zero Emission Vehicles and motorcycles to use the bus lane on Elizabeth Way.

“Should the trial be successful, then Councillors will consider whether the initiative should be continued and widened to other bus lanes across Cambridgeshire.”

Speaking on behalf of MAG, Director of Campaigns & Political Engagement, Colin Brown, said:

“Local MAG members are delighted. They have put a great deal of work into promoting the idea to the Council. We also thank local MP, Daniel Zeichner, who has been a great help.

I especially welcome the unequivocal statement from the Council: – They want to encourage people to buy and use motorcycles.”

The Council state in the documented ‘Statement of Reasons’:

“Motorcycles are more fuel-efficient and use less road space than cars, so the Council wishes to encourage greater use of them. Allowing motorcycles to use bus lanes is an additional incentive for people to purchase and use powered two wheelers in preference to private cars. Motorcycle use of bus lanes could have some safety benefits, as it would reduce the likelihood of motor cyclists weaving between lanes of slow moving traffic to avoid queues.”

ENDS

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

Notes for Editors

The Cambridgeshire County Council Document “Statement of Reasons” for the Experimental Traffic Order can be found here: <https://www.cambridgeshire.gov.uk/asset-library/PR0667-Statement-of-Reasons.pdf>

A report on the campaign in NI to get rid - eventually - of wire rope crash barriers.

In mid 2019 I resurrected this decades old issue, the dreaded wire rope “cheese cutter” crash barriers with the Department for Infrastructure, Northern Ireland’s overarching body responsible for all our roads and associated infrastructure, road safety etc, etc. I received the usual platitudes and obfuscation but was undeterred. I began writing to each of the MP’s for Northern Ireland and every single Member of our Legislative Assembly (MLA) on the issue. I received heartening replies from some, neutral from some and no replies from most. No surprises then!

One MLA from the Green Party and one from the Alliance Party offered active engagement and help with getting the case attention and they even facilitated a rather useful meeting via ZOOM with senior DfI officials in July 2020 which resulted in a meeting of minds of sorts and this press release: <https://www.mag-uk.org/ni-dfi-accepts-wire-rope-barriers-pose-hazard-to-motorcyclists/>

After this I instigated a campaign of letter writing by local members and non-members who follow our regional Facebook page (@NImotorcycleationgroup) and received quite a bit of support from more of our MLA’s including the very influential Chair of the Assembly Infrastructure Committee with whom I had a very good meeting. She presented our case to the Committee who sent it to the Minister for Infrastructure to answer questions on. This resulted in me having to engage a bit of countering of received wisdom and bureaucratic obfuscation which resulted in a promise by the Minister to meet with me.

The meeting with the Minister duly took place (online) along with Ian Churchlow, Director of MAG, and it was very positive and even warm. The Minister appears to have accepted our perspective, has a personal vested interest in improving road safety for all and has instructed her officials to carry out an urgent review of the use of wire rope barriers on roads in NI from a cost/benefit perspective and to determine their continued viability from a safety point of view. This could result in a moratorium in NI on no longer using these barriers for future projects and may, hopefully, work backwards to mean that damaged/end of life installations are replaced with an alternative.

In parallel to this, MAG has instigated a research project through the School of Engineering at Queen’s University Belfast into possible methods of modifying existing installations to reduce lethality to motorcyclists and also into potential viable alternatives.

The main thrust of my case was that the underpinning safety standard for all crash barrier types on UK roads, European standard EN1317, is flawed in that despite extensive testing for viability in collisions with vehicles from cars upwards it does not require nor provide for testing against motorcycle impacts. I argued that the barriers were therefore not safe for all road users, would not perform as designed against a smaller, lighter vehicle such as a motorcycle (i.e would not deform, expand and retard as intended but remain solidly lethal) and presented research evidence from Transport Scotland, Highways England, Sweden and

Norway to underline the argument. Interestingly, although actual numbers of impacts by riders with any kind of crash barrier are small, Transport Scotland found a 100% Killed or Seriously Injured (KSI) rate when it occurred with a wire rope barrier and Highways England found a 67% KSI rate.

We expect to hear the results of the DfI review by spring 2021 and are willing to fully engage with them on it. Additionally, the Minister personally invited MAG to participate in her upcoming Review of Road Safety to add the motorcyclists perspective.

Lets hope it all goes to plan!! Cheers, Martyn Boyd. NI Rep for Motorcycle Action Group UK.

MAG Notice Board

Next ROAD deadline 10th January

Happy New Year 2021
Let's hope for a better year

Lost Rallies 2020 t-shirt last order date 5th January

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SURVEY FINDS MOTORCYCLES SAFEST MODE OF TRANSPORT DURING COVID-19

A survey of 300 people has revealed that motorcycles are the public's preferred choice of COVID-19 travel

By Simon Hancocks. Fri, 27 Nov 2020



A survey conducted by Shayla Jamal, a Ph.D. student in McMaster University in Canada, has found that motorcycles are deemed the safest mode of transport during COVID-19.

The results of the study go some way to explaining the global increase in motorcycle sales that manufacturers are reporting, while it also confirms the public's distrust of public transport at this time.

The survey questioned 300 individuals and was questioning them to gauge how safe they thought motorcycles were when compared to other forms of urban transport.

FEMA

Success: large tax reduction on motorcycles in Norway



Negotiations with the Norwegian government have resulted in a tax plan that includes significant tax reductions for motorcycles. And for snowmobiles; this is Norway after all.

A coalition of organizations, with the Norwegian Motorcycle Importers' Association at the forefront, has worked for the proposal for tax reductions on motorcycles and snowmobiles. The tax reduction saves the consumer up to €8.5 million in taxes in 2021. Norway's minority conservative government had to work hard to reach a budget agreement for 2021 with the opposition parties, but seen from the motorcycle seat, the outcome is very positive.

Motorcycles are heavily taxed in Norway, as are all other vehicles running on fossil fuel. The taxes are based on CO₂-emissions and engine capacity (read: cubic centimetres, cc). Until now, the starting point for the capacity-tax has been 225 cc. For all practical purposes, this has given A1/125ccm bikes a tax break, whereas all other bikes, including small-displacement A2 bikes, have had to pay taxes based on cylinder volume. This is now due to be changed. From 1 January 2021, the cc-threshold will be lifted to 500 cc, which effectively means that a lot of attractive small-displacement bikes in the 350/400/500 cc segment will get a substantial price reduction.

[NMCU](#), Norway's motorcyclists' organization and member of FEMA, is part of the coalition that worked on the tax reduction. Odd Terje Dovik, NMCU's president says: "NMCU will continue to argue that the cc-element of the tax equation is irrelevant from an emissions perspective and should be replaced with a NO_x tax. Until that happens, we are nevertheless very pleased to see a reduction of the cc-tax, especially as this favours a lot of the small, nimble entry-level A2-bikes. Bigger bikes also benefit from the revised tax scheme. A BMW R1250GS will see a 10% reduction of the tax bill from ca €7,000 to approximately €6,300. A Yamaha MT-07 will get approximately 30% in tax reduction."

Sources: www.reitwagen.no & [NMCU](#). This article is subject to [FEMA's copyright](#)

Top photograph by Are Kjersem

Can the sound of your motorcycle save your life?

FEMA News: December 3, 2020



Can the sound of your motorcycle save your life? It's a question that for years has led to intense discussions among motorcyclists. Romanian motorcyclists have the answer.

[MotoADN](#), Romanian motorcyclists' organization (and member of FEMA), decided to let science answer the question and set up a series of tests to find out how much of the sound coming from a motorcycle actually reaches the driver of a car. The tests were done in cooperation with the [Politehnica University of Bucharest](#), the most important technical university in Romania, and environmental consultancy company [Enviro Consult](#). You can see a video of the tests below this article.

So, can the sound of a motorcycle save your life? To do this, the sound of the exhausts must be audible to the driver in the car. The sound of the motorcycle must be above the level of the background sound in the car, sound generated by the engine, music, conversations and air current when the car is driving over 60km/h.



In order to have an effect, the sound of the motorcycle must attract attention, i.e. it must be loud enough and it must be heard when the motorcycle is far enough away so that the driver of the car can react. We are not used to identifying the level of a sound, so it is important to have some reference elements. The normal noises that we are surrounded by every day are in the volume range 10-60dB (A). We are quite often exposed to sounds up to 90dB (A). Prolonged exposure to more than 90dB (A) is considered to be a dangerous element to the human ear and may be subject to occupational safety. At a rock concert the volume is at 120dB (A) while exposure to sounds over 130dB (A), even for short periods of a few minutes, is a dangerous element that can affect the hearing system.



How did MotoADN perform the tests?

The test consisted of comparing two data sets. One was the sound measured inside the car, generated by the operation of a motorcycle at high speed and the second was the background sound in the car when the music is turned off or when the music is at a medium volume – volume that allows conversations with passengers without problems. To simulate real situations, MotoADN measured the sound in the car when the motorcycle is 15 meters and 10 meters behind it, but also when the motorcycle was in the driver's blind spot or when the motorcycle was in front of the car. MotoADN also analysed the distribution of the sound emitted by the motorcycle in front and in the back at various speeds, to measure the influence of speed on noise and how it is distributed in front and behind the motorcycle.



How is the motorcycle heard?

The sound of the motorcycle measured in front of it is 5dB (A) lower than the sound measured behind the motorcycle. In the case of motorcycles with a very quiet exhaust, the engine sounds louder than the exhaust, so the sound measured in front is louder than that measured in the back. More than 15 meters away, none of the motorcycles in the test are heard in the car – even if the noisiest motorcycle in the test produced over 110dB (A). More than 10 meters away from the car, some motorcycles may be heard. But the sound is poorly noticeable with a small difference in volume from the background sound in the car. The sound is also heard in a low frequency zone – 200-400Hz, an area where the human ear has difficulty locating the sound source.

‘The sound produced by a motorcycle is not heard by the drivers of the cars in front of you’

Conclusions

- A motorcycle cannot be heard in the car (in motion) if it is at a distance of more than 15 meters, no matter how modified the exhaust is and no matter the background noise in the passenger compartment.
- At distances of 10 meters from the car, a motorcycle (with a noise level produced above the legal limits) can be heard, but the sound is in a low frequency area where the sound is difficult to identify by the human ear and is difficult to position in space-bar.
- When the motorcycle is near the car or in front of the car, the noises produced will be heard in the car at a level that attracts the driver’s attention, even when the music is at a medium level. At this distance, however, no driver’s manoeuvre that would endanger the motorcyclist could be prevented.
- To be heard in a car 15 meters away, a motorcycle should produce a sound level at the exhaust pipe of more than 135dB (A), a condition that is impossible to accomplish in reality.



MotoADN’s conclusion: loud pipes save lives is a false statement. The sound produced by a motorcycle is not heard by the drivers of the cars in front of you or is heard too late to be able to influence the driver’s decision. Our best advice? Let’s be seen, not heard.

Written by [Razvan Pavel \(MotoADN\)](#). This article is subject to [FEMA’s copyright](#)

Photographs courtesy of MotoADN

For the full test report (in Romanian), go to: https://www.femamotorcycling.eu/wp-content/uploads/documents_library/studiu-zgomot-moto-ro_2020.pdf

Watch the English video of the tests below. For the video in Romanian, go to: <https://www.youtube.com/watch?v=EReBWkl54WE&feature=youtu.be>

‘No British ban on bikes with combustion engines’

FEMA News: December 7, 2020



British motorcyclists’ organization MAG has received confirmation that motorcycles are not on the government’s list of petrol and diesel vehicles that can not be sold from 2030.

In the United Kingdom the government has announced that they will end the sale of petrol and diesel cars and vans by 2030. The Motorcycle Action Group ([MAG](#)), a member of FEMA, has received confirmation from the Department for Transport ([DfT](#)) that the sale of petrol motorcycles is not in scope of the announcement.

In November 2020 the government formally announced a [Ten Point Plan](#) for a Green Industrial Revolution. Included in the plan is the announcement that the sale of new petrol and diesel cars and vans in the UK will end by 2030. This is ten years earlier than [planned](#): <https://www.femamotorcycling.eu/british-ban-on-combustion-engines-what-about-bikes/>

Ten Point Plan: <https://www.gov.uk/government/news/pm-outlines-his-ten-point-plan-for-a-green-industrial-revolution-for-250000-jobs>

The position on motorcycles is not mentioned in the announcement. MAG therefore contacted the DfT for clarification and received confirmation that motorcycles are not in scope of the government’s announcement regarding the ending of sale of petrol and diesel cars and vans.

The DfT went on to say that there are no timeframes for ending the sale of petrol/diesel motorcycles. Further, should the department wish to make such an announcement, they will consult first with the Motorcycle Action Group and its members.

Written by Colin Brown (MAG UK). Top photograph courtesy of Triumph Motorcycles.

What will it be: electric power or internal combustion engine?

FEMA News: December 7, 2020



Are we witnessing the end of motorcycles with combustion engines or do they still have a future, now that several national governments have indicated that they will ban the sale of new vehicles with an internal combustion engine in the near future?

In this blog FEMA's Dolf Willigers explores whether the motorcycle with an internal combustion engine has a chance to survive.

There is much talk these days about the 'energy transition' or electrification of vehicles. Usually this affects mainly cars, which is of course a matter of numbers, but also powered two-wheelers and other light vehicles are mentioned. The majority of the messages promise little good for the future of motorcycles that are fitted with an internal combustion engine. But is this right? Are we witnessing the end of motorcycles with combustion engines or is there still a future for them?

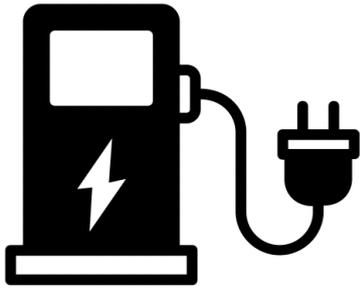
The European Commission's '[Green Deal](#)' includes some ambitious goals to reduce our environmental footprint that will certainly affect motorcycling too. According to the European Commission, transport accounts for a quarter of the EU's greenhouse gas emissions. To achieve climate neutrality, it says a 90% reduction in transport emissions is needed by 2050. Also, transport should become drastically less polluting, especially in cities. To fight this, the European Commission "will also propose to revise by June 2021 the legislation on CO2 emission performance standards for cars and vans, to ensure a clear pathway from 2025 onwards towards zero-emission mobility":

https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en

The urge to build cleaner vehicles already leaves its marks. Newly [proposed](#) Euro 7 emission standards for cars are that low, that car manufacturers already have complained that if these standards are implemented it will not be possible for them anymore to produce cars with an internal combustion engine. Even German Chancellor Angela Merkel has warned against "excessively strict exhaust regulations for the European car industry" that would effectively be a ban on the combustion engine. The number of cities with a low emission zone (LEZ) is increasing and in many cases, LEZ becomes ZEZ: zero emission zone. Several national authorities have indicated that they will ban new vehicles with an internal combustion engine (ICE) soon (Norway: 2025; Denmark, Iceland, Ireland: 2030; France and Spain: 2040). In Amsterdam, mopeds with a combustion engine will be banned from 2025 and from 2030 all vehicles in the urban area must have zero emission. The prime minister of the United Kingdom recently announced an ambitious plan to reduce emissions. One of the items was to bring forward the ban on new vehicles with a combustion engine from 2035 to 2030.

However, there is some good news too: after enquiring to the scope of the new measures our member [MAG UK](#) found out that in the [UK motorcycles are not part](#) of the ban:

<https://circabc.europa.eu/sd/a/fdd70a2d-b50a-4d0b-a92a-e64d41d0e947/CLOVE%20test%20limits%20AGVES%202020-10-27%20final%20vs2.pdf>



Although electric motorcycles certainly have advantages to ICE motorcycles, there are some disadvantages too. Let's start with the advantages. Electric motorcycles do not emit greenhouse gasses like CO₂ or poisonous gasses like NO. Of course, electricity to charge the batteries has to come from somewhere, that might even be coal plants, so the benefits for the air quality differ from country to country. Next, they are cheaper to run: less maintenance and less fuel costs. Then there is the aspect of access to cities with LEZ zones. Although there still are not many cities that ban motorcycles, with an electric motorcycle you certainly have an advantage when you travel in – for example – London or Paris. And last but not least the biggest advantage: the torque from zero RPM which gives electric motorcycles a fantastic acceleration. Everyone who tries an electric motorcycle, steps off with a big grin, because riding an electric motorcycle is real fun and you do not for a moment miss the experience of an ICE motorcycle during the ride.

‘Do not expect to buy a proper electric motorcycle under € 20,000’

The disadvantages are still the limited range of most electric motorcycles, although we could see some progress in recent years. Still, the average range is about 100 to 150 kilometres, which is enough for most commuters and perhaps some leisure riders, but not for long range riders. Especially since the charging capacity of most motorcycles is quite low, which means that it will cost you a lot of time to charge the battery. Did you ever need four hours to fuel your bike? And oh: bring your own cable with you, please. Talking about the battery: one much neglected aspect of batteries is that the capacity decreases, which after some years will affect the range in a negative way. Estimations differ and it is dependent of the way you use and treat the battery, but 20% loss of power in a few years is not exceptional. This is something that you don't have to bother about with an ICE motorcycle. The other problem with electric motorcycles is the price. Do not expect to buy a proper electric motorcycle under € 20,000. Of course, your running costs are much lower, but to really benefit from that you have to make a proper mileage.

You can have very good reasons to buy an electric motorcycle and you can also have other good reasons to buy a combustion engine motorcycle. For now, electric motorcycles and scooters are perfect for the commuter or anybody else who usually rides in urban areas and doesn't need to go far. Or the leisure rider who uses his bike for relatively short rounds and doesn't care to take a break now and then.



For the traveller who wants to make good mileage on a day or the professional rider who doesn't have the time to wait until his battery is charged again, the internal combustion engine is still the better choice. Especially since with the new Euro

standards motorcycles have become much cleaner and modern motorcycles, especially the smaller ones, have become much more fuel economical. A Belgian motorcycle magazine did a small, non-scientific test with several small and larger motorcycles and discovered that it is possible to ride 100 kilometres on 2.205 litre with a 125cc scooter. A mid-sized 650cc motorcycle used 3.064 litres and even a big Indian Scout Bobber Twenty stayed under 4 litres per 100 km. They compared the outcome of the test with a similar test they ran 17 years ago, and the differences are significant: the winner then would now have finished on place 8 and two bikes of the same brand and type (but with 17 years evolution in between) differ now almost a litre in use per 100 kilometres. From 4.57 l/100 km to 3.647 l/100 km means a reduction in fuel consumption of 20 percent.

‘Brussels based lobby organizations like Transport & Environment are entirely focussed on battery electric vehicles and dismiss everything else’



Dolf Willigers: “The internal combustion engine still has a chance as long as we are allowed to ride motorcycles with combustion engines and are allowed to enter low emission zones, perhaps on a hybrid motorcycle in electric mode.” (Photograph by Wim Taal)

Electric motorcycles are getting better (and probably cheaper), but ICE motorcycles are getting better, and better for the environment, too. Perhaps hybrid motorcycles could be a solution: an internal combustion engine combined with an electric engine for urban areas. Kawasaki has already developed a [prototype](#). There are some other alternatives too of course: hydrogen powered fuel cell engines already exist, but there is still no hydrogen motorcycle for sale. There are cars with hydrogen fuel cell engines, but they are still very expensive, and the hydrogen infrastructure is developing just very slowly. I wouldn't put my money on that. Synthetic fuels to replace diesel and petrol exist for some time and are used in mechanical tools like chain saws. Very clean, but also expensive. Still, a possible alternative for petrol in future. Then there are biofuels. After an initial popularity, biofuels got out of focus, but recently waste-, agricultural crop residue-, electricity- and algae-based biofuels attract some attention again as an alternative for both diesel and petrol. Brussels based lobby organizations like [Transport & Environment](#) are entirely focussed on battery electric vehicles and dismiss everything else, but [biofuels](#) are an important element of the [EU's renewable energy policy](#), under condition that the production of feedstock for biofuels is sustainable and does not cause deforestation through indirect land use change. For me this can only mean one thing: fossil fuels may be on the way out, but the internal combustion engine still has a chance as long as we are allowed to ride motorcycles with combustion engines and are allowed to enter low emission zones, perhaps on a hybrid motorcycle in electric mode.

Kawasaki prototype: <https://newatlas.com/motorcycles/kawasaki-hybrid-motorcycle-prototype/>

Transport & Environment: <https://www.transportenvironment.org/>

EU-Biofuels: https://ec.europa.eu/info/news/commission-specifies-criteria-ensure-biofuels-used-transport-sector-are-sustainable-context-recast-renewable-energy-directive-2019-mar-13_en

EU-Renewable energy:

https://ec.europa.eu/commission/presscorner/detail/en/STATEMENT_18_4155

Written by [Dolf Willigers](#)

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Teaching motorcycles to communicate

FEMA News: December 15, 2020



In an effort to improve road safety for motorcyclists, a number of motorcycle manufacturers are co-operating to connect motorcycles with other vehicles and infrastructure.



In the Connected Motorcycle Consortium ([CMC](#)) motorcycle manufacturers BMW, Honda, KTM and Yamaha work together to develop new standards and techniques to connect motorcycles with other vehicles and infrastructure. CMC has aimed its first important goal by publishing the first ‘[basic specification](#)’: <https://www.cmc-info.net/basic-specification.html>

CMC started in 2016, because C-ITS (Cooperative Intelligent Transport System) specifications for passenger cars had not taken motorcycle specific safety factors and challenges into consideration sufficiently. The consortium aims at joining forces between motorcycle manufacturers, suppliers, research institutes and associations, to make motorcycles part of the future connected mobility.

The first goal was to define a first ‘basic specification’ for motorcycles to connect and ‘talk the same language’ to other vehicles or infrastructure by means of wireless communication. This is being achieved with the official publication of a set of documents to address various topics related to the introduction of C-ITS for motorcycles. The documents are available for [download](#) on the CMC website: <https://www.cmc-info.net/downloads.html>

The next move will be CMC ‘NEXT’ with a wider scope. Motorcycle experts will be looking at further improvements of the specification while at the same time taking account of new functions supported by on-board sensors both in cars and in motorcycles.

Comment from FEMA General Secretary Dolf Willigers: “I am very glad that the motorcycle industry has joined forces to develop these specifications. The most occurring accident with motorcycles is when turning car drivers do not notice the oncoming motorcycle, but also in other situations car drivers have a problem with that. The new technologies that are involved

here will assist the car drivers in their task and by doing so will make the road safer for motorcyclists.”

Dolf continues: “Some other applications for which specifications are developed by CMC will help the rider to notice potential hazards that are unexpected, so that the rider can take actions to prevent them developing into critical situations. I congratulate CMC with this great result, and we will keep supporting them in the next step.”



CMC: <https://www.cmc-info.net/>

Top photograph courtesy of Bosch. Illustrations courtesy of CMC.

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November Powered Two Wheeler sales ride high despite lockdown



MCIA: 07 December 2020

Despite Powered Two Wheelers (PTWs) increasingly becoming the transport of choice for those wanting to avoid public transport without clogging our streets with single-occupancy cars, or whose journeys cannot realistically be made by bicycle, or those who just want to improve their mental health, the Government continues to define PTW shops as “non-essential”.

Therefore, during a month when conventional trading was outlawed, the November PTW registration results, published today by MCIA, make excellent reading. Despite the challenges, overall PTW registrations were just 22 units down on November 2019, with registrations of motorcycles slightly up on last year.

Despite, or maybe because of, the uncertainties of 2020, PTW sales have flourished, with

total registrations for the period January to November, when activity was severely restricted during two lockdowns, just 5.6% down on 2019. During the same period, sales of scooters have increased by 6.1%, as more people get on board the perfect solution to today's commuting challenges.

The relentless growth of electrically-powered PTWs seen in earlier months shows no sign of abating, with registrations up 15.3% on the month and up a thumping 45.7% against the year to date 2019. Riders love the fact that most electric PTWs can be charged from a conventional three-pin plug and many feature removable batteries, meaning the vehicle doesn't have to be near the charger and expensive charging infrastructure is not required.

If the idea of the many benefits of riding a PTW appeals to you, please visit www.unlockyourfreedom.co.uk, to find out more about getting onto powered two wheels, including how to access the straightforward Compulsory Basic Training (CBT) course, which is all that is required to ride a PTW of up to 11Kw or 125cc.

More details about November 2020 and year to date PTW registrations can be found at: <https://mcia.co.uk/en/bulletins/237-november-powered-two-wheeler-sales-ride-high-despite-lockdown>

Please credit MCIA when quoting this information.

Honda CMX1100 Rebel video reveal

[New 2021 Honda CMX1100 Rebel Revealed | All the Specs, features, and details | Visordown.com](#)

The survey found that 75 percent of those asked believed it was not possible to travel in a socially distanced and safe manner on public transport, while 80 percent believed that motorcycles were the only way to travel in a safe and socially distanced way!

The survey also found that 79 percent of those questioned believed that motorcycles are relatively safe and risk-free vehicles to use during the COVID-19 pandemic.

Websites you may wish to visit:-

FACTS: The new transport agenda – the new normal

<https://www.pacts.org.uk/2020/12/10107/>

Guidance: 2020 Rights of Way order information: start date notices, inquiry & hearing notices and rejection letters (Last updated 3 December 2020)

<https://www.gov.uk/guidance/2020-rights-of-way-order-information-start-date-notices-inquiry-hearing-notices-and-rejection-letters>

RSGB: Turning vision zero into reality in Scotland

<https://roadsafetygb.org.uk/news/turning-vision-zero-into-reality-in-scotland/>

RSGB: Report calls for independent Road Collision Investigation Branch

<https://roadsafetygb.org.uk/news/report-calls-for-independent-road-collision-investigation-branch/>

News story: Road to Zero in sight as green number plates introduced on UK roads

<https://www.gov.uk/government/news/road-to-zero-in-sight-as-green-number-plates-introduced-on-uk-roads>

RAC: New road under the Thames could create 5 million tonnes of CO2 emissions

<https://www.rac.co.uk/drive/news/motoring-news/new-road-under-the-thames-could-create-5-million-tonnes-of-co2-emissions/>

Statistical data set: Motorcycles (VEH03) (Last updated 9 December 2020)

<https://www.gov.uk/government/statistical-data-sets/veh03>

ACEM: The Connected Motorcycle Consortium launches the Basic Specification C-ITS for Motorcycles

<https://www.acem.eu/the-connected-motorcycle-consortium-launches-the-basic-specification-cooperative-intelligent-transport-systems-c-its-for-motorcycles>

FIM: Motorcycles learn to 'talk car'

<http://www.fim-live.com/en/article/motorcycles-learn-to-talk-car/>

Guidance: Coronavirus: driver and rider trainer guidance (Last updated 20 December 2020)

<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests>

RAC: The new cameras targeting tailgaters coming to a motorway near you

<https://www.rac.co.uk/drive/news/motoring-news/the-new-cameras-targeting-tailgaters-coming-to-a-motorway-near-you/>

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