



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

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## EDITORIAL

A shorter editorial this month as a) its a bumper edition so you don't want to be bored by me and b) my new mantra is 'easing myself back in after stay in hospital'.

Thanks to my worker bee for all his research whilst I was on sabbatical.

One piece of good news locally is that our Regional Political Officer has been superb and, at the beginning of April Bristol City Council announced that they intend to exempt cars and motorcycles from charging.

However, this is still subject to consultation later in the year. It is therefore important that our members respond to the consultation supporting a Class C scheme which exempts private cars and motorcycles. So, I will be publishing details of this and asking for your help.

There's loads of stuff in this edition I could pick out and argue with but, just this one time, I'll leave you all to do that in your own way except to say that the article from FEMA on the EU-US trade war is interesting and the comment at the end of that piece by the FEMA President is particularly poignant. We, as motorcyclists, should not be used as political tools.

I did snigger at something that passed across my face-book page regarding electric vehicles – that owners of such vehicles were surprised to learn the cost to the environment for electric vehicles was much higher than other vehicles. Really? What did they expect? That cost of electricity, manufacture, batteries – both manufacture and their disposal – etc., etc., would have less or no impact?

Catch you next time round, Ride free, AG

***Please send copy by 25<sup>th</sup> May for the June edition to : [aine@mag-uk.org](mailto:aine@mag-uk.org), subject heading: Network.***

***[Acknowledgments:- George Legg, Lembit Opik, Colin Brown, Julie Sperling plus anyone else I've forgotten]***

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## **Network – Political Unit – Lembit and Colin**

2010 04 25

***London's Mayor, Sadiq Khan, has ignored all appeals for an exemption from the Ultra Low Emissions Zone (ULEZ). His insistence means he has caused massive confusion in the city, and introduced an unfair and regressive tax. This is in stark contrast to MAG's efforts to try to get clarity on the issue. MAG's Political Unit, Colin Brown and Lembit Opik, report on the latest developments in this and other areas of work.***

## **ULEZ hits the roads – and the poor**

Despite every effort made by MAG and others in the run up to the introduction of the Ultra Low Emissions Zone (ULEZ), Transport for London (TfL) and the Mayor, Sadiq Khan, insisted on pressing ahead with it anyway. MAG has done its absolute best to prevent this regressive policy and has been campaigning tirelessly to seek an exemption for all motorcycles of all ages. Those most affected are the least wealthy who tend to ride the older machines. It's a tax on the poor, not the rich who can drive about in brand new sports cars without paying any ULEZ tax at all.

In fairness, we've had some success in that almost all motorbikes and scooters have the opportunity to be exempt. Specifically, here's how things stand:

- 1 All motorbikes and scooters which are 'Euro 3' or newer are exempt.
- 2 All motorbikes with a 'Certificate of Conformity' showing they fall below the NOx emissions threshold are exempt. You can request a Certificate of Conformity from the manufacturer. Some of them charge up to £160 for this.
- 3 Any motorcycle which can be tested and passes below the emissions threshold is exempt.
- 4 If a manufacturer confirms a particular make and model falls below the threshold emissions, TfL will exempt ALL of those too.

And now for the problems:

- a) Manufacturers have not been very forthcoming with helping to prove older machines are below the emissions thresholds. They never published the information in the past, and don't seem too concerned to do it now.
- b) Older machines – those before around 2003, usually DON'T have a Certificate of Conformity.
- c) There's almost nowhere to get your bike tested for emissions and if you do, it's pricey.

While researching all this, we repeatedly heard that TfL and the Mayor thought some motorbikes were 'highly polluting.' We presumed they meant two-strokes. However, it turns out that two-stroke engines produce almost no NOx at all. In terms of ULEZ, they tend to pass with flying colours. Also, TfL is utterly dismissive of the fact that small engine machines like a Honda C90 CANNOT be making significant contributions to NOx. Their engines are just too small.

Where next? We're now building the campaign to reverse the charge on motorbikes which stand to have to pay this 'poll tax on riders and drivers.' There are political, administrative and legal options. We're looking at them all.

What's for sure is that we're not going to let the matter lie. We've come too far to stop now, and this injustice can't be left to stand on its own.

As always, we continue to appeal to you to tell the Mayor what you think of all this at:

<https://www.london.gov.uk/about-us/contacting-city-hall-and-mayor-0/queries-about-mayor>

And remember, you can find out if you're affected by using the vehicle checker at:

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/uhez-where-and-when#on-this-page-1>

Let us know the replies you get. These are very useful in helping us apply pressure on the authorities too. We simply can't let them get away with this highway robbery.

## **Brexit, bikers and the European Elections**

Meanwhile, in Westminster Brexit continues to paralyse our political system. With European Elections likely to occur in the UK after all, we need to use the opportunity to demand action from parties about what Brexit means for riders' rights. We will share a campaign pack shortly, and feel free to contact the Political Unit anytime for information or assistance.

## **Electronic Speed Control**

Further analysis of the electronic speed control threat from the European Union indicates that they're absolutely serious. They really do want to introduce automatic speed limiters. Motorcycles haven't been specifically mentioned but we have to assume they'll try that too. As part of the European elections campaign we will be inviting you to raise this with all parties, asking them to confirm that the candidates oppose the introduction of this measure in the UK. We will be raising this centrally ourselves too.

## **Highways England goes to Superbikes**

Following on from other good work by Highways England, which operates the strategic road network, they decided to go to Silverstone for the first Superbike racing event to invite bikers to go to two life-saving courses – BikeSafe and BikerDown.

We work well with Highways England and they understand how to talk to riders in a refreshing and respectful manner. They want you to sign up to BikeSafe- a police-led initiative to improve biker skills. Bikers ride with expert police motorcyclists, who observe riding skills and advise on road skills. Subjects include hazard perception, cornering, filtering and group riding. BikerDown offers vital skills if you're first at an incident involving a fellow biker. The course covers:

- How to manage an accident scene
- Assisting an injured rider with roadside intervention
- Motorcycle-specific first aid – including how to remove a helmet

Highways England has also launched a new app, which provides a GPS reference for road users who need help, particularly on remote A roads. All this is good news for safety, and it's all there for our benefit. Find out more by visiting:

## Particulate Matter Masterclass

Colin Brown set up a very useful meeting with Doctor Gary Fuller, an expert in environmental research at the School of population Health & Environmental Sciences at King's College, London. Colin and Lembit both attended, and the aim was to understand some highly technical documents which have become important in the understanding of how pollution research is influencing public policy, like clean air zones and general environmental legislation.

The half-day summit turned out to be extremely enlightening. At time of writing, we're still going through a large quantity of research data which Dr Fuller has kindly provided us with.

Questions it has raised include whether high levels of motorcycle use indicate a shift away from other modes in very dense traffic environments, and the extent to which vehicles such as electric cars are actually good for the ecology.

Some of the most interesting findings from the summit included:

- 1) Most 'Particulate Matter' from a vehicle comes from its tyres and brakes. This means that the, on average comparatively heavy electric cars, produce more than equivalent internal combustion cars because of the greater momentum being dealt with.
- 2) Motorbikes create negligible Particulate Matter.
- 3) The London Underground is the worst place for Particulate Matter exposure in the whole transport system even though Londoners are being told to use it – a total contradiction in health policy terms.
- 4) The largest single human cause of Particulate Matter in urban areas such as London are wood burning stoves. Any environmentalist who uses one totally negates any other action they take to reduce their PM footprint by using one.
- 5) ULEZ does absolutely nothing to tackle Particulate Matter in any way, and if it DID seek to protect the public from it, as a temporary measure at least, it would have to potentially shut down the London Underground, where levels reach up to 2,900% those at street level.

While the summit was not intended to reach specific policy conclusions, it has helped the Policy Unit to understand more deeply the overall issues involved. This helps form the policy agenda for MAG, with more to come in the next weeks.

'Speaking to Dr Fuller was really helpful and I was able to clarify some areas I didn't know about. The whole field of pollution research is complex and every answer serves to raise ever more questions,' said Colin. Lembit adds, 'what's striking here is that electric cars are very bad for particulate matter. Also, if anyone bangs on about the environment but uses a wood burner, the Particulate Matter this produces makes their eco-credentials go up in smoke, literally!'

## Real World Emissions

The quest for evidence is never ending for the political unit. Hot on the heels of the meeting with Dr Fuller there was a further meeting with Dr Karl Ropkins of Leeds University. Dr Ropkins is working on generating data of real world emissions from motorcycles. Colin discussed a large number of details around the research and the challenges involved with generating this data. One thing that is certain is that, despite TfL's claims of basing their policy on evidence, there really is no reliable body of evidence on the real world emissions of motorcycles. Anyone claiming to have the facts right now is stretching the truth, they can only be basing their decisions on questionable computer models that have not been verified. This lack of real evidence then translates into bad policy decisions.

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## **PRESS RELEASES**

### **MAG brands industry standard emissions calculator unfit for purpose**

Following repeated claims from Transport for London (TfL) that "individually, motorcycles can be highly polluting", MAG has demanded that TfL produce evidence to back this claim. TfL stalled for many months before finally claiming that they take information from the National Atmospheric Emissions Inventory.

MAG investigated this "evidence" and discovered that the information from NAEI is, in fact, a modelling calculation; and we can now reveal that this model actually backs our position that pre-Euro 3 motorcycles are not necessarily "highly polluting" and that, by the admission of the software modellers, the figures over-estimate real-world emissions from motorcycles.

TfL has chosen a NOx emissions limit of 0.15g/km for motorcycles, based on the figure for this single pollutant in the Euro 3 motorcycle standard. TfL claim that the evidence for pre-Euro 3 motorcycles being highly polluting is provided by the COPERT 5 data for average motorcycle emissions at an average speed of 30km/h.

The data from COPERT 5 shows that average emissions from pre-Euro 1 <50cc mopeds; pre-Euro 1, Euro 1 and Euro 2 two-strokes; Euro 2 four-strokes 250 – 750cc; pre-Euro 1, Euro 1 and Euro 2 four strokes >750cc, all average less than 0.15g/km. At the same time, the cleanest ULEZ-exempt Euro 6c diesel cars emit 0.21g/km. MAG has also had confirmation from Emisia - the company behind the COPERT modelling software - that their models do not allow for the emissions advantage possessed by motorcycles in terms of filtering through congested traffic.

Studies carried out by the Federation of European Motorcyclists Associations (FEMA) demonstrated that, across 17 major European cities, motorcycles on average reduce journey times by 30% compared with cars.

The COPERT modelling can therefore be shown to over-estimate the already low emissions figures for motorcycles by this same percentage.

MAG's Director of Campaigns & Political Engagement, Colin Brown, stated "This research has led us to a conclusion that has far-reaching implications beyond Sadiq Khan's London: indeed beyond the UK, to the whole of Europe. Any air quality modelling that relies on the COPERT software is misrepresenting the part that motorcycles play in air quality. No modelling will ever reveal the benefit that modal shift to motorcycles and scooters can play in improving the quality of the air that we all breathe. An opportunity for all is being hidden through the use of faulty assumptions that motorcycles are the same as cars and should be treated in exactly the same way.

This is flawed modelling that leads to poor decision-making.

MAG is more than happy to answer any questions about motorcycle emissions, and to work with any authority that genuinely wants to reduce air pollution to correct the modelling and come to workable policies that promote the use of motorcycles and scooters. As we have maintained all along: motorcycles are the solution not the problem.”

## **MAG slams TfL’s ‘guilty until proven innocent’ approach to ULEZ**

MAG’s Director of Campaigns & Political Engagement, Colin Brown, has expressed outrage that motorcyclists in London are being treated as guilty until proven innocent by Transport for London (TfL) and London’s Mayor, Sadiq Khan. Colin said “In the midst of press hype around the launch of Sadiq Khan’s ULEZ policy, MAG received a quiet email from TfL along with their official press release, stating that ‘the website information for powered two wheelers is also up-to-date’. Whilst we are happy to see those details - covering the routes for individual exemptions by Certificate of Conformity (CoC) and individual testing - once again we see that TfL is happy to treat bikers as guilty until they jump through hoops and suffer financial burden to prove their innocence.



TfL’s formal press release to the world makes no mention of the hard-won concessions that they have been forced to make. Bear in mind that these concessions show that TfL accept that they are unnecessarily charging many bikers in the first place. I am even more disgusted by the fact that they refuse to publicly announce that they have no intention of reimbursing bikers for the expensive emissions test that can be conducted at a single test station that was not open for business until one day before the ULEZ implementation date, and they also will not reimburse any ULEZ payments made before any individual exemption is agreed. They are therefore blatantly refusing to repay monies that they accept were never due, and are deliberately hiding the possibility of individuals proving their innocence.”

TfL’s updated details on motorcycles state:

“Check your vehicle to see if it meets the standards. If the checker says your vehicle is subject to ULEZ but you think it does meet the standards, follow the steps on the results page to send us proof.

Contact your vehicle’s manufacturer if you’re not sure about its emissions - we will accept supporting evidence from them.

Motorbike emissions testing

We will also accept evidence from test facilities approved by us for measuring NOx emissions. If successful, the test facility will contact us with the results.

Test centres that believe they can offer motorcycle emissions testing to the required standards should email their contact details to [ruculezenquiries@tfl.gov.uk](mailto:ruculezenquiries@tfl.gov.uk).

Approved centres for motorcycle emissions testing

Riverbank Motorcycles Ltd

Unit 12, Riverbank Business Park

Dye House Lane, Bow  
London E3 2TB”

The full details can be found at:

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/motorcycles-mopeds-and-more>

MAG wants to hear your stories of how you have been affected by ULEZ. If you have incurred any financial burden (e.g. from selling a bike that was later found to be compliant, receiving fines or making ULEZ payments for a bike that was later proven to be compliant), please get in touch.

## **MAG welcomes Highways England for Superbike outreach**

MAG welcomes Highways England’s attendance at the British Superbike Championship in Silverstone.

Highways England, which is in charge of looking after the UK’s strategic road network, has used the race meeting to invite bikers to attend two life-saving courses: BikeSafe and BikerDown.

‘Highways England and MAG have worked together for three years now,’ says Lembit Öpik, MAG’s Director of Communications & Public Affairs. ‘Their proactivity led to their attendance at the first Superbike event of the year. They get the difference between lecturing riders versus working with us to achieve safety outcomes. I hope that riders sign up to both schemes they’re promoting.’

BikeSafe is a police-led initiative to improve biker skills. Bikers ride with expert police motorcyclists, who observe riding skills and advise on road techniques. This aims to make riding safer and more rewarding. Subjects include hazard perception, cornering, filtering and group riding. The other scheme, BikerDown, gives vital skills if you’re first at an incident involving a fellow biker. The course covers:

- How to manage an accident scene
- Assisting an injured rider with roadside intervention
- Motorcycle-specific first aid – including how to remove a helmet

Highways England has also launched a new app, which provides a GPS reference for road users who need help, particularly on remote ‘A’ roads. You’ll find more about the App and all the other useful things it does at:

<https://highwaysengland.co.uk/mobile-services/>

Highways England’s head of road safety, Richard Leonard, commented: ‘We are committed to improving safety on our roads and are conscious that motorcyclists are one of the most vulnerable groups of road users. Going to Silverstone offered the ideal opportunity for us, working with our partners, to take our safety messages to motorcyclists and promote responsible and safe riding.’ Find out more by visiting:

<https://www.gov.uk/government/news/highways-england-takes-safety-message-to-motorcyclists>

## **MAG calls for suspension of ULEZ charges for motorcycles**

This version: 2019 04 29

The Motorcycle Action Group (MAG) has formally requested a suspension of charges on motorcycles in the new London Ultra Low Emissions Zone (ULEZ) citing the flawed evidence used to justify the charge. MAG is calling for a suspension to allow Transport for London (TfL) time to conduct valid research into emissions from older motorcycles and scooters.

MAG wrote formally to Sadiq Khan in March, ahead of the 8th April launch of the Mayor's flagship policy to tackle air pollution in the capital. National Chair of MAG, Selina Lavender, cited a number of reasonable justifications for a delay in the implementation of proposed charges for motorcycles. In the letter Lavender listed the following justification for a delay:

- The implementation date for ULEZ is currently just 6 weeks away.
- This allows insufficient time to overcome all the technical issues around individual testing and verification of emission levels of pre-Euro3 PTWs.
- There is insufficient time remaining for owners of pre-Euro3 machines to take the appropriate action to meet compliance by changing their vehicles where appropriate.
- In many cases individual exemptions have been issued based on evidence from Certificates of Conformity. There is now a very real issue of discrimination simply due to some owners of identical machines having been unable to secure personal exemption despite owning identical machines that, by extension, must meet the required emissions standard.
- Given that many machines have already achieved individual exemption and, by TfL's own estimations, the number of non-compliant bikes was already only in the region of 4000 machines, the emissions and revenue impact of a delayed implementation will be insignificant in comparison to the injustice of the above defined discrimination.
- Delaying implementation for PTWs will enable a fair and just implementation at a later date should the evidence support charging.

Selina commented "Despite many meetings and discussions between MAG and TfL, the Mayor chose to ignore the clear logic of a delay, and indeed made no attempt to respond personally to the letter. It is for this reason that MAG have decided to continue to keep campaigning for the exemption of all motorcycles from the charge."

In the latest letter, Selina wrote "It would therefore seem clear that TfL's cited evidence is, at best, highly questionable, and demonstrates that the ULEZ charge is knowingly being applied to vehicles that are below, and in many cases far below, the emissions standard that has been set.

The Motorcycle Action Group is therefore formally requesting a suspension of charges for all motorcycles and scooters until an equitable and legal application of the charging system can be agreed based upon the evidence that TfL cite, and any further empirical evidence that can be found."

MAG's Director of Campaigns & Political Engagement, Colin Brown, commented: "We have continued to put much time and effort into researching the claimed evidence cited by TfL to justify the charge for older motorcycles. That work has reinforced our claim that there is no evidential basis to justify the charge for motorcycles. We are therefore demanding a suspension of the charge whilst further research and evidence is gathered by TfL to demonstrate a justification, or a decision is taken to accept that there is no reason to continue the charge."

MAG's Director of Communications & Public Affairs, Lembit Öpik, warns: 'we predicted chaos if there was no delay to the implementation. Now that the ULEZ has been implemented, that chaos is upon us and with it comes the growing inevitability of legal cases being brought to bear against TfL by riders who have been victimised by this draconian policy. Of course the real irony is that the charge on motorcycles is counter-productive in terms of the results it aims to achieve. We should not need to follow the example of recent environmental protests to get the Mayor to listen to reason but, if we must, then that is exactly what we may do.'

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

ENDS

Notes to editors:

MAG's initial letter to Sadiq Khan, dated 1st March 2019 received no response.

A full copy of this letter can be found here:

<https://wiki.mag-uk.org/images/9/97/20190301163936590.pdf>

A full copy of MAG's latest letter to Sadiq Khan, dated 26th April 2019 can be found here:

<https://wiki.mag-uk.org/images/e/eb/20190426133423627.pdf>

TfL cite the COPERT modelling data used by the National Atmospheric Emissions Inventory as emissions evidence to justify the charge for pre-Euro3 motorcycles. This data can be found here: <http://naei.beis.gov.uk/data/ef-transport>

The ULEZ emissions standard for NOx set by TfL for motorcycles is 0.15g/km

MAG has pointed out that the COPERT data is a modelling system that has not been verified by real-world emissions tests.

MAG has pointed out that the company responsible for the modelling software has confirmed that the data does not allow for the benefit of motorcycles filtering past congested traffic.

MAG has pointed out that the COPERT data still places many categories of pre-Euro3 bikes at emissions levels that are well below the 0.15g/km standard set out by TfL.

For a more detailed explanation of the technical arguments, please contact MAG's central office.

## Another EU-US Trade War May Hit Motorcyclists

FEMA news

by *Wim Taal* - April 17, 2019



Cecilia Malmström (photo: EC)

In the newest trade war between the EU and the USA, motorcycle parts are on the list of products that will have extra customs duties up to 100% if European Commissioner for Trade [Cecilia Malmström](#) gets her way. Parts for US brands motorcycles may become much more expensive.

End March 2019 the World Trade Organisation ([WTO](#)) [ruled](#) that the USA had given benefits to their airplane industry (Boeing), with an estimated damage to the EU airplane industry (Airbus) of \$12 billion. The EU now [considers](#) counter measures to the USA for the same sum and has published a [list with products](#) that will be charged with extra custom duties up to 100%.

The list contains (amongst many others) the next products:

- 87141010 brakes and parts thereof, of motorcycles “incl. mopeds”
- 87141020 gear boxes and parts thereof, of motorcycles “incl. mopeds”
- 87141030 road wheels and parts and accessories thereof, of motorcycles “incl. mopeds”
- 87141040 silencers “mufflers” and exhaust pipes, and their parts, of motorcycles “incl. mopeds”
- 87141050 clutches and parts thereof, of motorcycles “incl. mopeds”
- 87141090 parts and accessories of motorcycles, incl. mopeds, n.e.s. (excl. brakes, gear boxes, road wheels, silencers, exhaust pipes, clutches, and their parts)

The European Commission has started a [public consultation](#) which ends 31 May 2019, 12:00 am (UTC+01:00).

As with earlier occasions, FEMA has the position that trade wars should not be fought at the expense of motorcyclists and those who are working in the motorcycle branch. In this particular case there are enough possibilities to charge other products in the aircraft branch with extra customs. As before, we will inform Commissioner Malmström of our position and demand that motorcycle parts will be stricken of the list.



Comment of Dolf Willigers, FEMA general Secretary: “Again the European Commission involves the motorcyclists in their disputes with the US administration. We have no part in this and we see no reason why European motorcyclists and people working in the motorcycle trade should be punished in a dispute about support to the aircraft industry. Owners of US brand motorcycles have no choice when they have to replace parts of their motorcycle and will this way be forced to pay a much higher price. This measure really goes beyond all limits”.

# EU Parliament Says ‘Yes’ To Safety Technology In Vehicles

FEMA news

by *Wim Taal* - April 16, 2019



Vulnerable road users, such as motorcyclists, cyclists and pedestrians will be better protected through safety features such as intelligent speed assistance and advanced emergency-braking system that will have to be installed in new vehicles as from May 2022.

The European Parliament voted on the so-called [General Safety Regulation](#) on Tuesday 16 April 2019.

“This law is paving the way to save thousands of lives in the coming years. Our focus was always on the safety of road users, especially vulnerable ones. The additional obligatory equipment for cars, trucks and buses will help to save people’s lives”, said Róża Thun (EPP, PL), who steered this legislation through Parliament.

The advanced systems that will have to be fitted in all new vehicles are: overrideable intelligent speed assistance; alcohol interlock installation facilitation; driver drowsiness and attention warning; advanced driver distraction warning; emergency stop signal; reversing detection; and event data recorder (black box). The intelligent speed assistance (ISA) system could reduce fatalities on EU roads by 20%, according to estimates. “ISA will provide a driver with feedback, based on maps and road sign observation, always when the speed limit is exceeded. We do not introduce a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding. This will not only make all of us safer, but also help drivers to avoid speeding tickets”, Ms Thun said.

**Róza Thun: ‘We do not introduce a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding’.**

For passenger cars and light commercial vehicles, it will also be mandatory to have an emergency braking system (already compulsory for lorries and buses), as well as an emergency lane-keeping system. Most of these technologies and systems are due to become mandatory as from May 2022 for new models and as from May 2024 for existing models.

Trucks and buses will have to be designed and built to make vulnerable road users, such as cyclists and pedestrians, more visible to the driver (so-called ‘direct vision’). Those vehicles will have to be equipped with advanced features to reduce “to the greatest possible extent the blind spots in front and to the side of the driver”, says the text. Direct vision technology should be applied to new models as from November 2025 and for existing models from November 2028. The new rules also improve passive safety requirements, including crash tests (front and side), as well as windscreens to mitigate the severity of injuries for pedestrians and cyclists.



FEMA General Secretary Dolf Willigers said: “The General Safety Regulation will mean a lot for vulnerable road users, such as motorcyclists, so we expect the Council of Ministers to agree with the new rules as well. We are also happy to see Ms. Thun explaining again that the EU will not impose speed limiters, just speed assistance systems.”

**Next steps** – The regulation, approved by Parliament with 578 votes to 30, and 25 abstentions, will now be submitted for approval to the EU Council of Ministers.

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## **Vulnerable road user campaign launched in Scotland**

With the arrival of spring, pedestrians, cyclists and motorcyclists in Scotland are being encouraged to take extra care on the roads.

A week-long campaign, organised by Police Scotland and launched yesterday (4-10 March), is looking to highlight that vulnerable road users account for 29% of road deaths in Scotland: <https://www.scotland.police.uk/whats-happening/news/2019/march/national-vulnerable-road-users-campaign-launched>

During the campaign, officers will be out engaging with the public to positively influence attitudes and road user behaviour.

Chief inspector Mark Patterson, Police Scotland, said: “As we are now officially in spring, and the weather hopefully takes a turn for the better, we can expect to see an increase in the number of people venturing out on foot, horseback and pedal cycles.”

The Police Scotland initiative is running alongside the British Horse Society’s ‘Dead or Dead Slow’ campaign, which educates drivers on how to pass horses safely.

Helene Mauchlen, Scottish manager of the British Horse Society, said: “There are 80,000 horses in Scotland and 250,000 people regularly ride, so horse riders represent a significant group of vulnerable road users.”

Chief inspector Patterson added: “All road users, particularly those in the vulnerable category, are encouraged to take responsibility for their own safety and to share our road space respectfully and responsibly too.

“The increased use of new technologies, mainly smartphones, has increased the risks of road traffic distraction, for both drivers and pedestrians.”

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## **Speed limiters could be mandatory in just 3 years**

RAC 25th Feb 2019

Drivers could soon be physically prevented from speeding thanks to a new device that automatically limits a vehicle’s speed.

In a proposed move which campaigners hope will revolutionise road safety, all vehicles in the EU would be fitted with a system that restricts them from breaking the speed limit – with the UK expected to follow suit even after its withdrawal.

After being approved by MEPs, mandatory speed limiting technology – called ‘Intelligent Speed Assistance’ (ISA) – could be fitted to all new cars within just three years.

The European Transport Safety Council (ETSC), the body which supports the introduction of ISAs, says the limiters would reduce collisions by 30%, and save around 25,000 lives within 15 years.

The ETSC say that these limiters work by using a “speed sign-recognition camera and/or GPS-linked speed limit data to advise drivers of the current speed limit and automatically limit the speed of the vehicle as needed.”

“ISA systems do not automatically apply the brakes, but simply limit engine power preventing the vehicle from accelerating past the current speed limit unless overridden.”

To make the move more popular, the ETSC proposes an on/off switch to be included at first, which would allow the system to be overridden by pushing hard on the accelerator.

This override would allow motorists to speed up should circumstances need it, and could mean that stricter rules could be introduced in the future.

The ETSC also suggests that “if the driver continues to drive above the speed limit for several seconds, the system should sound a warning for a few seconds and display a visual warning until the vehicle is operating at or below the speed limit again.”

All new cars would also be equipped with data loggers to track the system under recommendations from the ETSC.

Even though the UK is planning to leave the EU this year, it's likely the new speed limiter rules would continue to apply here.

The UK's Vehicle Certification Agency (VCA) has previously stated it intends to mirror EU rules post-Brexit, while car makers are unlikely to produce different vehicles specifically for the UK market.

However, some other aspects of driving are likely to change after Britain leaves the EU.

For more information, read our guide to what a no-deal Brexit could mean for motoring, and whether you'll need an International Driving Permit to drive on the mainland.

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## **Long-lasting repairs to stop potholes**

DfT: 6 March 2019

Consultation proposes increasing the guarantee on utility firms' roadworks and introducing new asphalt standards, to keep roads pothole-free for longer.

Utility companies could be better held to account for poor road repairs that cause potholes or dangerous road surfaces.

Transport Secretary Chris Grayling has today (6 March 2019) launched a consultation on increasing the guarantee on utility firms' roadworks, so that if a pothole forms as a result within 5 years, the company must return to bring the road surface back to normal.

The Specification for the reinstatement of openings in highways consultation will propose increasing the minimum guarantee from the current 2 years to up to 5 years, and will also introduce new asphalt standards, to keep roads pothole-free for longer:

<https://www.gov.uk/government/consultations/reinstating-a-road-after-street-works-new-edition-of-the-code-of-practice>

Transport Secretary Chris Grayling said:

"Potholes are the biggest enemy for road users and this government is looking at all options to keep our roads in the best condition.

"Road surfaces can be made worse by utility companies, so imposing higher standards on repairs will help keep roads pothole-free for longer.

The proposals also allow for new innovative surfacing to be used, such as asphalt with a high bitumen content that is easier to compact to the required density. This makes it less prone to potholing".

This consultation, which will last 8 weeks, follows a number of other interventions by the government to help improve road surfaces.

Last month, the Department for Transport announced real-world tests of new road surfaces and technologies in eight areas to see which emerging innovations provide long-term solutions to improve journeys: <https://www.gov.uk/government/news/technological-trials-to-help-future-proof-roads>

The £22.9 million Live Labs projects will be delivered by councils - including Kent, Staffordshire, Reading, Suffolk and Solihull and Birmingham – and if successful, could be adopted by other authorities.

These schemes include expanding the test in Cumbria of plastic roads, using kinetic energy off Buckinghamshire roads to power lighting and using geothermal energy to keep car parks and in Central Bedfordshire bus stations from freezing over.

In the Budget in November, the Chancellor announced an additional £420 million for road maintenance for 2018 to 2019 financial year. This brings the total funding for pothole repair and roads maintenance up to £6.6 billion from 2015 to 2020: <https://www.gov.uk/government/topical-events/budget-2018>

Last year, the Department for Transport announced councils across England could introduce Lane Rental schemes – where utility companies are charged up to £2,500 a day to dig up busy roads – to reduce the duration of roadworks and speed up traffic: <https://www.gov.uk/government/news/congestion-busting-scheme-rolled-out-to-benefit-drivers>

The government is also investing up to £10 million in Street Manager. The data opened up by this new digital service should enable motorists to plan their journeys better, so they can avoid works and get to their destinations more easily: <https://www.gov.uk/government/news/new-digital-service-to-minimise-disruptive-roadworks>

***And***

## **Potholes ‘biggest enemy for road users’**

The Government has unveiled plans to keep roads ‘pothole-free for longer’ – including imposing higher standards on companies that carry out road repairs: <https://www.gov.uk/government/news/long-lasting-repairs-to-stop-potholes>

The plans, put out for consultation by the DfT on 6 March, would increase the guarantee on roadworks – so that if a pothole forms within five years, the company in question must return to bring the road surface back to its normal condition.

A new asphalt standard would also be introduced, allowing for the use of ‘new innovative surfacing’ such as asphalt with a high bitumen content.

Chris Grayling, transport secretary, said: “Potholes are the biggest enemy for road users and this Government is looking at all options to keep our roads in the best condition.

“Road surfaces can be made worse by utility companies, so imposing higher standards on repairs will help keep roads pothole-free for longer.”

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The schemes include expanding the testing of 'plastic roads' in Cumbria, using kinetic energy from Buckinghamshire roads to power lighting – and using geothermal energy to keep car parks and bus stations in Central Bedfordshire from freezing over.

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***Tell us something we didn't know:-***

## **Local roads investment 'still falling short'**

An increase in highway maintenance budgets is helping local authorities stem the decline in the condition of the local road network, but in England the number of roads considered to be in 'poor condition' still increased in 2018.

The Asphalt Industry Alliance (AIA) commissions an annual survey of highways departments in all local authorities in England and Wales to build a picture of the general condition of local roads.

The 2018 Annual Local Authority Road Maintenance (ALARM) survey, published on 26 March, shows that – for a second consecutive year – local authorities' highway maintenance budgets have increased by almost 20%: <http://www.asphaltuk.org/wp-content/uploads/alarm-survey-2019-digital.pdf>

For councils in England (including London), this included a share of £420m additional funding allocated in the November 2018 budget.

As a consequence of the additional funding, the total number of potholes filled in 2018 rose by 24% to 1.86 million – the equivalent of one pothole being repaired every 17 seconds.

Despite this, the survey estimates the 'one-time catch-up cost' to get roads in England and Wales back into reasonable condition has risen to £9.79bn – a slight increase from the £9.31bn reported in 2018.

The survey also shows that the number of roads considered to be in 'poor condition' – meaning they have less than five years' life remaining – has risen to 21% in England (up from 18%), and in London from 23% to 26%.

However, the picture in Wales is better, where the number of roads classed as poor has fallen from 17% to 12%.

The AIA says that despite ‘glimmers of hope’, investment is ‘still falling short of the amount needed to maintain local roads to target conditions’:

[http://www.asphaltuk.org/press\\_releases/local-roads-investment-still-falling-short/](http://www.asphaltuk.org/press_releases/local-roads-investment-still-falling-short/)

Rick Green, chairman of the AIA, said: “With the amount needed to bring the local road network up to scratch still approaching £10bn, sustained investment over a longer time frame is needed if we want a local road network that supports enhanced mobility, connectivity and productivity.”

‘This is hardly positive’

The RAC says it remains the case that a driver today is still more than twice as likely to breakdown as a result of a pothole than in 2006: <https://media.rac.co.uk/news/annual-local-authority-road-maintenance-alarm-report-rac-reaction-363361>

Nicholas Lyes, RAC head of roads policy, said: “The results from this year’s survey chimes with our own breakdown data, which suggests the overall state of the UK’s roads is not getting any worse – but this is hardly positive.

“More money appears to be getting through to councils to allow them to improve poor road surfaces, but it’s simply not enough.”

**And**

## **Local road network ‘poor relation’ within transport**

Jesse Norman has admitted that the local road network is ‘not in a great state’, adding that the Government must ‘up its game’ to improve its condition.

Giving evidence to the Transport Committee’s local roads funding and governance inquiry on 24 April, the road safety minister said the condition of the local road network was negatively impacting on safety, productivity and local communities:

<https://www.parliamentlive.tv/Event/Index/bec4b3a6-651d-45d6-a41d-9925c0c0de3b>

Mr Norman also expressed concern that the current plight of the network could hold back the development of self-driving cars – particularly when it comes to ‘inadequate’ road markings.

Looking forward, Mr Norman said the Government’s vision is to create a ‘high quality’ asset which is suitable for the transition, over the next generation, towards autonomous vehicles.

He added that creating roads with a high quality surface and ‘embedded technology’ would also provide benefits to cyclists and other road users.

Discussing how to improve the condition of the local road network, Mr Norman said that while money is ‘very important’, factors like innovation, technology, partnership working and sharing best practice are also vital.

He also called for a change to the way funding is provided for local roads – to facilitate more planned, and less reactive, maintenance.

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## ‘High speed, high risk’, motorcyclists warned



Motorcyclists in Wales are being warned about the ‘high risks’ associated with speeding, as part of a new campaign.

On 24 March, Dyfed-Powys Police launched #OpDarwen, an annual campaign which aims to reduce the number of motorcycle-related deaths and serious injuries on the region’s roads: <https://www.dyfed-powys.police.uk/en/newsroom/campaigns/opdarwen-2019-motorbike-safety-campaign-launched/>

As part of the operation, Dyfed-Powys Police is working with partners to educate motorcyclists and drivers about the risks of excess speed – especially on country roads.

Superintendent Craig Templeton, head of specialist operations at Dyfed-Powys Police, said: “Most fatal road collisions happen on country roads and inappropriate speed is one of the main factors.

“The national speed limit on single carriage roads is 60mph but you may need to drive under that in order to drive correctly for the conditions.

“These roads often have sharp bends, blind bends and unexpected hazards – brake carefully and give yourself time to react and stay in control.”

Dyfed-Powys Police is also working to ‘improve outcomes’ when a collision occurs – encouraging riders to book themselves onto a free Biker Down course which teaches riders what to do if they are the first on the scene at a collision involving a fellow biker: [https://www.facebook.com/pg/mawwfire/events/?ref=page\\_internal](https://www.facebook.com/pg/mawwfire/events/?ref=page_internal)

Supt Templeton added: “As the weather improves we see more bikers on the roads taking advantage of the stunning routes through Dyfed-Powys. As well as locals, we are seeing more and more visitors coming here to enjoy the scenery.

“We have always welcomed motorcyclists from outside our borders to enjoy the landscape, but they must be aware that Dyfed-Powys Police is doing all it can to ensure our roads are used safely by all.”

Statistics show that in 2018, 67 motorcyclists were either killed or seriously injured on roads in Carmarthenshire, Ceredigion, Pembrokeshire and Powys.

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## **Biker mag publishes safety video aimed at drivers**

THINK BIKE THINK JAIL: [https://www.youtube.com/watch?v=WKfLk\\_IpqnU](https://www.youtube.com/watch?v=WKfLk_IpqnU)

An online classic bike magazine has published a video aimed at drivers, with the intention of 'raising a flag specifically for motorcycle safety'.

The short video (1min 17secs) – 'THINK BIKE, THINK CAMERA, THINK JAIL' – is intended to make more motorists aware of the fact that motorcyclists routinely use helmet cameras, in order to persuade drivers to 'keep their distance, look twice and think twice'.

The video has been produced by 'Sump', a free independent classic bike magazine website based in the UK, but with readers from across the world: <https://sumpmagazine.com/>

Sump was created in 2009 and is 'run by enthusiasts for enthusiasts'. Initially, the focus was on classic British bikes but the magazine has since expanded its remit to include any motorcycling issues 'that we feel would be of interest to our visitors'.

In an email launching the video, Sump Magazine said: "Our hope is that the biking media, motorcycling clubs, motoring organisations, road safety groups, industry heads and suchlike can spread this around a little and encourage interested parties (either companies, organisations or individuals) to post the digital footage.

"At the very least, we want to increase general awareness of motorcycles."

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### ***From the MCIA:***

## **Motorbikes are London's lifeblood – so why has TfL let them down with ULEZ?**

MCIA/Telegraph: 10 April 2019

London, in common with many European cities, has an air quality problem and a traffic congestion problem. These two issues are not unconnected.

It would be reasonable to assume that a solution to both would be welcomed, even incentivised, by regulators. However, yesterday's introduction of the London Ultra-Low Emission Zone, or ULEZ, means that efficient, congestion-busting motorcycles, mopeds and scooters are falling foul of the same £12.50 per day penalty as polluting, road-clogging, single-occupancy cars.

To be exempt from the charge, motorcycles and scooters (officially referred to as 'Powered Two Wheelers' or PTWs) must meet the Euro 3 NOx limit of 0.15g/km, which became law in July 2007. However, while many older machines comply with this limit, their riders are nevertheless being charged the same £12.50 daily charge as serious polluters like elderly luxury saloons and gas-guzzling off-rovers.

Motorbike and scooter documentation was not historically required to include NOx information, so it isn't always readily available. Because of this omission, TfL have put the burden of proof firmly on riders' shoulders, by making them responsible for demonstrating their vehicle comes under the legal limit. One option available to PTW riders is to have their vehicle emissions tested at a cost of £175, a prohibitively expensive process for many of

London's lowest-paid workers, and one that would cause uproar if it was expected of the car-driving community.

My organisation, the MCIA, is the trade body for the PTW and Powered Light Vehicle (PLV) industry. We are not suggesting that petrol powered motorcycles and scooters should be exempt from all charges, but feel that Transport for London should have shown a little more foresight with their charging structure. Indeed, the MCIA was in conversation with TfL about sourcing data for all motorcycles and scooters to prove exemption (or otherwise) from charging, and due to the scale of such a project, requested a delay in the introduction of ULEZ in order to implement a fairer system. Initially this proposal was considered, but not pursued.

Of course, ULEZ is just another chapter in the history of our transport authorities ignoring motorcycles and scooters. Although the popular “active transport” triumvirate of walking, cycling or public transport holds good for those living and working a reasonable distance apart, the case for using the latest technology – lightweight PTWs and PLVs – where those alternatives are not viable, is compelling.

The forthcoming MCIA policy document *The Route to Tomorrow's Journeys* lays out the case for putting PTWs and PLVs at the heart of transport planning and examines some of the benefits around changing our urban transport habits.

Research carried out on behalf of the MCIA by respected transport planners Local Transport Projects shows, unsurprisingly, quantifiable improvements in journey times and air quality when car drivers shift to PTWs and PLVs. Putting these smaller vehicles at the forefront of mobility also frees up valuable urban space for non-transport use, which is likely to become an increasingly important part of British life as our cities grow.

It's a similar story with freight too. A side effect of a just-in-time society that has come to expect its online purchases to arrive without delay is streets clogged with under-utilised vans. Using Powered Light Vehicles would allow deliveries to come from out-of-town hubs, efficiently, punctually and cleanly.

Of course it isn't possible to talk about PTWs without mentioning safety, which is always compromised when different vehicle types are required to share the same road space. The resource and commitment put behind cycling by TfL shows what can be done to improve safety, although in that instance the reduction in non-cycling road space has made life more difficult and dangerous for riders of PTWs.

In *The Route to Tomorrow's Journeys*, the MCIA is calling for both national and local authorities to consider PTWs and PLVs in transport planning, by allocating dedicated road space, allowing access to bus lanes, providing secure parking places to alleviate theft and providing workplace parking levy exemptions.

Promoting PTW and PLV use is not anti-car, but it is about using the right vehicle for the right journey. There will always be the need for vehicles that can cover longer distances comfortably, with the capacity to carry passengers or freight.

But occupying a five-by-three metre urban footprint to transport one person on a medium-distance commute is no longer viable, irrespective of ULEZ, whether the vehicle in question runs on diesel or batteries. The time to think differently – about mobility, emissions, planning and traffic – is now.

**And**

## US Tariffs affecting European Motorcycles and Accessories

MCIA: 12<sup>th</sup> April 2019

The US Government has announced that it is likely to impose tariffs on a number of products from our industry.

US Government have announced that they will likely introduce a 100% tariff on a number of imports from the EU, which will have a direct impact on several product groups from our industry.

This proposal is in response to a WTO investigation of government subsidies to Airbus and is unrelated to tariffs around steel imports. Hearings in the US are set for the month of May with an expectation that a decision on which goods to charge and a start date will be made shortly thereafter.

In terms of whole vehicles, the current list of products includes all combustion engine motorcycles with an engine capacity between 500cc and 700cc.

With regard to other products, the items listed also includes parts & accessories directly related to motorcycles and mopeds.

Full details of the US Government's press release can be found here: <https://ustr.gov/about-us/policyoffices/press-office/press-releases/2019/april/ustr-proposes-products-tariff>

Please be aware that we are working closely with the UK Government and had already scheduled a meeting with the Minister for early May. We will keep you updated accordingly. MCIA: <http://www.mcia.co.uk/newsstory/us-tariffs-affecting-european-motorcycles-and-accessories>

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## Police deploy new technology to detect mobile phone use in cars



The technology was trialled in Norfolk in July 2018

Thames Valley and Hampshire's Joint Operations Roads Policing Unit are utilising new technology in a bid to deter people from using their mobile phones while driving.

Working with the technology company Westcotec, the Joint Operations Unit is using a piece of technology, previously trialled by Norfolk County Council, which can detect when people in a car are using their phones without using a hands free device:

<http://roadsafetygb.org.uk/news/new-mobile-phone-detection-technology-trialled-in-norfolk/>

The system identifies what type of signal is being transmitted by the handset and whether it is being used via the vehicle's Bluetooth system. When the relevant signal is detected –

indicating that a mobile phone is being used within the vehicle – the road sign is activated as the vehicle passes, giving a flashing visual message.

However, the technology cannot distinguish if it is a passenger or the driver who is using a phone and so the sign is activated regardless of who is using the mobile.

As a result, the force says the technology will not be used as an 'enforcement tool', but to educate motorists and identify offending hotspots: <http://www.mynewsdesk.com/uk/thames-valley-police/news/new-technology-adopted-to-reduce-mobile-phone-use-in-cars-365661>

These are the first commercial installations of Westcotec's mobile phone detector signs which are activated by sensors that pick up 3G or 4G signals.

Funded by Highways England, the signs will be used in locations across the north and south regions of the Thames Valley and Hampshire police force areas.

PC Liz Johnson, a road safety officer for Thames Valley and Hampshire's Joint Operations Roads Policing Unit, said: "Research shows us that you are four times more likely to crash if you are using a mobile phone whilst driving (and) reaction times are around 50% slower than a driver not using a mobile phone.

"We will be utilising the new technology from Westcotec to help inform our enforcement activity to find hotspots and also further educate motorists."

Chris Spinks, managing director of Westcotec, stresses that the signs have been designed not as an enforcement tool, but as a warning to drivers who may think the chances of being detected are extremely low.

Chris Spinks said: "A long-term trial of one of these signs in Norfolk last year brought excellent feedback from police and road safety professionals. Their vote of confidence has now been followed by our first commercial supply contract.

"The signs are battery powered, and therefore easy to move from one site to another. No footage is recorded and no prosecutions will result from activations of these signs.

"They are to be sited at mobile phone 'hotspots' across Thames Valley and Hampshire, with the aim of reminding and educating drivers.

"At the moment the signs are unable to differentiate between a driver and a passenger using a phone, but we see them as a great starting point for a long-term process that we hope will make using a mobile phone while driving as socially unacceptable as drink driving."

The technology will become operational on Monday (15 April) to coincide with the launch of a week-long enforcement campaign taking place across the country: <http://roadsafetygb.org.uk/news/forces-to-begin-crack-down-on-mobile-phones-using-drivers/>

The week-long campaign is being coordinated by the National Police Chiefs' Council – with a warning that one moment of distraction can lead to 'devastating consequences'.

Westcotec: <https://www.westcotec.co.uk/>

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## Motorcyclists ‘erroneously vilified’ by London ULEZ

Authorities in London have been accused of discriminating against motorcyclists, after calls to exempt powered two wheeler riders from the Capital's new Ultra Low Emission Zone (ULEZ) fell on deaf ears: <http://www.mcia.co.uk/newsstory/ulezintroduction>

The claim comes from the Motorcycle Industry Association (MCIA) which represents manufacturers and suppliers of powered two wheelers and associated products. Tony Campbell, CEO of the MCIA, says London's mayor has ‘simply got this wrong’: <https://www.london.gov.uk/press-releases/mayoral/ulez-launches-in-central-london>

The first part of London's ULEZ, which came into force yesterday (8 April), covers the existing Congestion Charging Zone (CCZ) and is in operation 24 hours a day, seven days a week.

Sadiq Khan, mayor of London, described the ULEZ's introduction as a ‘landmark day’ for the Capital – while TfL estimates the scheme will lead to a 45% reduction in toxic emissions from road transport within two years.

Under the terms of the ULEZ, riders of motorcycles, mopeds, motorised tricycles and quadricycles (L category) which fail to meet Euro 3 emissions standards now have to pay £12.50 a day to ride in the Capital – in addition to the existing congestion charge.

TfL says the charges are calculated on the emissions a vehicle produces, rather than its age, but acknowledges that powered two wheelers affected ‘generally speaking’ tend to be those registered with the DVLA before July 2007.

Authorities ‘continue to discriminate’ against riders

In a press release to mark the launch of the ULEZ, the MCIA has reiterated its call for motorcycles to be exempt from the charge.

The MCIA is ‘extremely disappointed’ that riders of motorcycles are being charged at the same rate as single-occupancy 4x4s from the same era – as they ‘occupy minimal road space and reduce traffic congestion’.

The MCIA is also concerned that riders must prove their vehicle is compliant – which may require an emissions test costing £175.

It is calling for TfL to suspend the charge for motorcyclists and engage with stakeholders, so that riders can ‘assume their rightful place at the heart of the air quality and congestion solution, instead of being erroneously vilified’.

Tony Campbell, MCIA CEO, said: “The mayor of London and TfL have simply got this wrong.

“PTWs can and do provide cost effective, non-congesting and in most cases, low or zero polluting transport solutions in the urban environment.

“We find it quite incredible that TfL and the mayor continue to discriminate against the users of motorcycles and scooters and to ignore their benefits, while the mayor has failed again to support his own manifesto commitments.”

For more information on the impact of the ULEZ for motorcyclists visit 2Wheels London:  
<http://www.2wheelslondon.com/index.php/riders/ultra-low-emission-zone/>

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## **Campaign ‘captures the imaginations’ of young riders**

Distressed Video: [https://www.youtube.com/watch?time\\_continue=12&v=KuAeLKx2G1I](https://www.youtube.com/watch?time_continue=12&v=KuAeLKx2G1I)

A campaign to highlight the importance of wearing protective clothing has resonated with young riders, evaluation has shown.

The ‘Distressed’ campaign, launched by Highways England in November 2017, features a fashion range and accompanying price tags which, instead of showing the cost of the clothing, detail the kind of serious injuries a biker can suffer if they are not wearing the right gear: <https://www.gov.uk/government/news/highways-england-scoops-top-marketing-award>

As part of the campaign, a pop-up shop was opened in East London, featuring the ‘Distressed’ clothing range. ‘Customers’ were filmed, showing their reactions when they realised what the price labels referred to.

The film was then used as part of the campaign, along with mock fashion photographs featured on poster sites near to collision hotspots.

A survey among the campaign’s target audience – young motorcycle and moped riders – showed:

- A 70% increase in young rider riders being more likely to check traffic thoroughly at junctions and roundabouts, and when filtering through traffic
- A 6% increase in the number of young riders saying they would wear protective clothing – with more than 75% saying they were ‘more likely’ to do so

The Distressed campaign has also recently been recognised for its creativity – receiving the ‘Best Content Marketing Campaign’ award at the Chartered Institute of Marketing’s (CIM) Marketing Excellence Awards 2019: <https://www.gov.uk/government/news/highways-england-scoops-top-marketing-award>

Peter Allen, Highways England’s executive director of corporate affairs and communications, said: “Bikers are among the most vulnerable on the road – this campaign is all about helping them be safer.

“The mental and physical cost of not wearing the correct motorcycle clothing can be far greater than the financial cost, so we wanted to stress how important it is for our young riders to really understand the need to be prepared, and to always wear the appropriate clothing.

“I’m proud the campaign has been recognised, and continues to capture the imaginations of partner organisations and young people across England.”

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## **Euro round-up: fears over unlicensed drivers in France**

Our latest round-up of road safety news from across Europe – courtesy of TISPOL – includes fears over a rise in the number of unlicensed drivers in France.

Data released to a French radio station by the road safety organisation Prevention Routiere shows there are currently 68,000 unlicensed drivers on French roads – representing 1.4% of all drivers.

The number of unlicensed drivers has almost doubled over the last 10 years – while they are involved in 4.5% of fatal collisions.

Around two thirds of unlicensed drivers have never taken the test, and it is believed that the high cost of getting a licence – around €1,500 on average – is a factor in the increase.

Across the border in Spain, new legislation has come into force permitting traffic police to examine a driver's mobile phone after a serious road collision.

The move is designed to allow officers to scrutinise calls made and received prior to a crash, providing a better understanding of whether a driver was using the device at the time of a collision.

In Spain, the offence incurs a €200 fine, plus the loss of three points from a driving licence.

Meanwhile in Finland, a study of 2018 casualty figures has found that young men aged 15-24 years are three times more likely to die in a traffic collision.

The study, carried out by the Finnish Road Safety Council, concluded that collisions involving young men 'usually include the same handful of elements' – including speeding, failure to wear safety belts and drunk driving. However, Satu Tuomikoski, the Finnish Road Safety Council's education manager, says only a small portion of young people behave dangerously in traffic, and most young adults are stringently against driving under the influence.

Finally in Ireland, more than 2,000 disqualified drivers can drive without the threat of being stopped by police because their ban has not been recorded properly on a central database, new figures suggest.

The Road Safety Authority statistics show that of the 10,240 bans issued last year, 2,286 could not be linked to a licence – up from 2,042 in 2017 and 1,685 in 2016.

Road safety groups in Ireland have expressed concerns that the failure to record bans is putting lives at risk.

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## **Fraud risk: drivers warned against dangers of oversharing online**

RAC: 23rd Apr 2019

Drivers are being warned they could be exposing themselves to fraud if they share photos of their driving licence online.

The Driver and Vehicle Licensing Agency (DVLA) has issued the advice due to concerns motorists are oversharing sensitive documents on the internet.

By putting photos of your licence on Instagram or including shots of your vehicle's registration documents in online listings, you could unwittingly become a target for fraudsters.

Pictures of your driving licence, complete with key details like your full name and address, could leave you open to having your identity stolen by criminals.

Be careful if you're selling a car to a private buyer. Your car could also become a victim of identity theft if you share snaps of your log book including your vehicle's registration mark and Vehicle Identification Number (VIN).

Criminals can use this information to clone your car, using your car's details to hide the identity of a stolen or salvaged vehicle which can then be either sold on or used for criminal activity.

If a cloned car is caught by police, these offences will often be attributed to the owner of the car that's been cloned.

The DVLA have seven top tips to stop you from becoming a victim of fraud:

1. Only use gov.uk websites when looking for information online so you know the service you're using is legitimate.
2. Watch out for scam emails. The DVLA never ask for personal information via email, so if you receive one, ignore it.
3. Don't use third party websites that charge additional fees for services which are free-of-charge on gov.uk websites.
4. Never use a premium-rate phone number to call the DVLA. All DVLA contact centre numbers begin with 0300 and are charged at local rates.
5. Don't share images of your licence or vehicle documents on social media, to protect yourself from would-be thieves looking to steal your identity.
6. Ignore any text messages about vehicle tax refunds. The DVLA never sends texts, so delete them immediately.
7. Report any suspected scams to Action Fraud immediately to help keep you and others safe from fraudsters.

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## Partnership launches 'shiny' new website



A partnership which aims to improve the safety of motorcyclists in the East Midlands has launched a new website, with a host of features to support its goal of reducing casualties: <http://shinysideup.co.uk/>

Founded in 2002, the Shiny Side Up Partnership (SSUP) comprises a group of dedicated professionals from road safety, collision investigation and police traffic management teams.

The name Shiny Side Up was chosen to reflect the bikers' saying 'keep your shiny side up' – implying that the rubber should stay firmly on the road.

The focus of the campaign is to reduce the number of fatal and serious casualties suffered by bikers across Derbyshire, Leicestershire and Nottinghamshire – whether they are riding for leisure or for commuting.

The partnership carefully monitors crash and casualty statistics – and responds with information and messages to help bikers remain aware of the dangers that may lie in wait on the region's roads.

The new SSUP website contains information on the different types of training available to powered two wheeler riders, including BikeSafe and BikerDown, with a calendar of upcoming events in the media centre.

The first edition of a new blog on the site looks at new 'retro' styled automatic scooters: <http://shinysideup.co.uk/index.php/media-centre/blog-a-guide-to-electric-retro-scooters/>

The website also features a suite of educational resources – including videos, PowerPoint presentations and stickers – covering issues such as knowing the dangers and filtering: <http://shinysideup.co.uk/index.php/resources/>

The website also highlights 'SSUP routes' which are popular among the region's riders – on which collision hotspots are marked with 'big, bold and bright yellow' posters: <http://shinysideup.co.uk/index.php/ssup-routes/>

The posters reflect the two main dangers on routes in the East Midlands: crashes on rural roads and filtering collisions on urban commuting routes.

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## **Parliament approves EU rules requiring life-saving technologies in vehicles**

European Parliament: 17 April 2019

- Cars, vans, trucks and buses to be equipped with advanced safety features
- Cyclists and pedestrians will be better protected
- In 2018, 25 100 people died in accidents on EU roads

Dangerous city traffic situation ©AP Images/European Union-EP  
Vulnerable road users, such as cyclists and pedestrians, account for almost half of road accident victims © AP Images/European Union-EP

Safety features such as intelligent speed assistance and advanced emergency-braking system will have to be installed in new vehicles as from May 2022.

“This law is paving the way to save thousands of lives in the coming years. Our focus was always on the safety of road users, especially vulnerable ones. The additional obligatory equipment for cars, trucks and buses will help to save people’s lives”, said Róża Thun (EPP, PL), who steered this legislation through Parliament. The provisional deal with EU ministers was reached on 26 March.

#### Vehicles better equipped to prevent accidents

The advanced systems that will have to be fitted in all new vehicles are: intelligent speed assistance; alcohol interlock installation facilitation; driver drowsiness and attention warning; advanced driver distraction warning; emergency stop signal; reversing detection; and event data recorder (“black box”).

The intelligent speed assistance (ISA) system could reduce fatalities on EU roads by 20%, according to estimates. “ISA will provide a driver with feedback, based on maps and road sign observation, always when the speed limit is exceeded. We do not introduce a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding. This will not only make all of us safer, but also help drivers to avoid speeding tickets”, Ms Thun said.

For passenger cars and light commercial vehicles, it will also be mandatory to have an emergency braking system (already compulsory for lorries and buses), as well as an emergency lane-keeping system.

Most of these technologies and systems are due to become mandatory as from May 2022 for new models and as from May 2024 for existing models.

#### Trucks and buses safer for cyclists and pedestrians

Trucks and buses will have to be designed and built to make vulnerable road users, such as cyclists and pedestrians, more visible to the driver (so-called “direct vision”). Those vehicles will have to be equipped with advanced features to reduce “to the greatest possible extent the blind spots in front and to the side of the driver”, says the text.

Direct vision technology should be applied to new models as from November 2025 and for existing models from November 2028.

#### Improved crash tests and windscreens

The new rules also improve passive safety requirements, including crash tests (front and side), as well as windscreens to mitigate the severity of injuries for pedestrians and cyclists. Type-approval of tyres will also be improved to test worn tyres.

#### Next steps

The regulation, approved by Parliament with 578 votes to 30, and 25 abstentions, will now be submitted for approval to the EU Council of Ministers.

In 2018, around 25 100 people died on EU roads and 135 000 were seriously injured, according to preliminary figures published by the Commission: [http://europa.eu/rapid/press-release\\_IP-19-1951\\_en.htm](http://europa.eu/rapid/press-release_IP-19-1951_en.htm)

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