



# MAY 2024 NETWORK

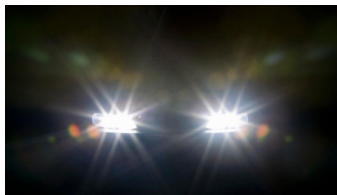
**A networking tool providing information for Activists and other interested parties**

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**ACKNOWLEDGEMENTS: George Legg. Colin Brown. Louise Gibson. Jane Carrott. Selena Lavendar. MCIA. FEMA. ACEM. Plus anyone else I’ve forgotten**

## EDITORIAL

This month my rant is about the absurd glare of LED headlights.



At first, I thought it was just me - getting older and all that - however, it seems not.

When I broached the subject with people much younger than me it seems its nothing to do with getting older.

I mentioned the problem to my Optician and it seems its general across the board. She suggested glasses for driving which have a green filter on them to cut down glare and so I purchased a pair.

I think I expected miracles and I guess there is some improvement but which seems minimal and not what I was hoping for.

Onto the 20mph fiasco in Wales which seems to have people girding their loins for battle - I'm not even going to go there. The Welsh Government don't seem to know which way to turn if you believe the media - so best leave that alone.....for now!

Oh, how I love to see it! The French Bikers - when they demonstrate, they do it so well. Not just French Bikers but the French per se. They take to the streets in their thousands and it's a joy to see.

Their Government wants to impose unnecessarily restrictive, mandatory technical inspection of motorcycles and other powered two-wheelers. According to FFMC only 0.3% to 0.4% of accidents are linked to a technical defect, compared to 30% of accidents due to road conditions.

What is it that makes Governments want to impose unnecessary legislation on just about anything they can come up with when there are so many more important things to concentrate on in this mixed up World at the moment.

Having attended many DEMOs (loved them) over the years when we, as Riders, fought for our Rights across UK and Europe I often wondered 'what is it successive Governments are afraid of - not only in motorcycling but with very many other causes?'

Is it that they don't like living in a democracy - they'd rather it was a dictatorship but wouldn't dare voice that? Is it that they are afraid if

others see people actually have a back bone then the whole population will suddenly discover they have a voice?

Answers on a postcard to that one!

This isn't quite all you'll hear from me this month. Read on for the first PR and my perspective.

Catch you next time. Ride free, AG

[Copy for the next edition should reach me by 25<sup>th</sup> May at the latest.  
Subject heading:- Network. To aine@mag-uk.org}

*What did I say many times in the past: 'That forced quick electrification of personal transport would more than likely spell the end of the automotive industry in Europe and UK'. I do have a crystal ball but it doesn't take a genius to see that this will more than likely happen - imho, of course!!! :*

[Major car brands warn the UK is 'sleepwalking' into 'the cusp of a crisis' with electric car sales slump \(msn.com\)](http://www.msn.com)

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## POLITICAL REPORT – COLIN BROWN

On the lead up to the May 2<sup>nd</sup> elections for Police and Crime Commissioners and Metro Mayors, MAG has been a vocal and present part in some campaigns. But there is always room for bigger and better results. With attention turning to the General Election MAG is gearing up for a sustained and active campaign to move motorcycling into the political debate. You can help make a difference.

### May 2<sup>nd</sup> Elections

Writing one week before the May 2<sup>nd</sup> elections it is not possible to confirm or analyse any success. If you are reading this before 10pm on 2<sup>nd</sup> May, there is still time to cast your vote – please do make effort.

[https://youtu.be/x4nsIKTFU\\_s?si=6-twvSMBp94enUmW](https://youtu.be/x4nsIKTFU_s?si=6-twvSMBp94enUmW)

Colin will be analysing the results of the elections and will discuss any opportunities that we have created in more detail next month.

What we can say is that many conversations have been had with candidates all around England and Wales, and every one of those seeds has potential to germinate

given the right level of attention. After the election the real work of delivering results will begin.

## **Fight Motorcycle Theft Pledge campaign**

The list of candidates making the pledge has grown to 35 as of 25<sup>th</sup> April. A further 14 candidates have made positive commitments despite being concerned about prematurely committing to a 50% reduction target. This means that in all but nine force areas there is one or more candidates that have engaged positively with the pledge campaign.

You can find the full candidate list with FMT pledge rankings applied here: [https://wiki.mag-uk.org/images/7/7b/2024\\_PCC\\_Candidates.pdf](https://wiki.mag-uk.org/images/7/7b/2024_PCC_Candidates.pdf)

We must remember that this covers England and Wales only. For Scotland and Northern Ireland we will look into specific work we can do there as well as cementing relationships with all the returning and newly elected PCC's and Mayors once the electoral dust has settled.

## **The Great MAG Road Maintenance Treasure Hunt**

The absence of a stampede of riders telling us they have experienced improved road surfaces in their local area is not a shock.

So far Colin has received one message with a possible candidate council. Colin has also approached one London Borough that is ranked highly for road maintenance, but they seem to lack any urgency in engaging with us. [https://youtu.be/lb6ukr9l-SM?si=b48Bh\\_RTREX\\_e8E2](https://youtu.be/lb6ukr9l-SM?si=b48Bh_RTREX_e8E2)

The Resurface Our Roads will be featuring in our general election manifesto.

## **Default bus lane access – keep the pressure on.**

The bus lane consultation is still live – it closes on 9<sup>th</sup> June. Reports have surfaced that there were 11,000 responses in the first month. The DfT say there has been strong enthusiasm from motorcycle users on the proposal, and Roads Minister Guy Opperman has been quoted saying “Our Plan for Drivers is not just improving journeys for car users, but also motorcyclists, who have sometimes been overlooked.”

Colin will be attending a roundtable meeting with the Minister on 8<sup>th</sup> May and will be sure to reinforce the messaging and push again for extension of the default access policy to bus gates and traffic filters.

Thanks to all those who have already responded, but let's see if we can double the number of responses before the 9<sup>th</sup> June closing date.

<https://youtu.be/rnm-3j1Yb1s?si=QjuU5Ucx9f6Nji3E>

Find the consultation here:

<https://www.gov.uk/government/consultations/motorcycles-in-bus-lanes>

## **Bath hypocrisy, Camden preparation.**

The emission-based parking charges proposed in Bath looks set to become a big battle. If you have not already seen our YouTube video on the subject, find it here:

[https://youtu.be/F8rheXQC6Be?si=BYAek\\_sUCOrkgE\\_m](https://youtu.be/F8rheXQC6Be?si=BYAek_sUCOrkgE_m)

The video will give some detail on what is happening.

Despite her very vocal wishes to consult fairly on these proposals, Cllr Manda Rigby's initial response to Geoff Mills' request for a meeting was met with brush off response stating:

"The proposals for changes to charging will be subject to a consultation later this year. It's at that stage all the info you request will be publicly available, so can I ask for your patience until then?"

This is not the best look for a councillor that went to great lengths to say how fair and even handed the process will be. A written response to a formulaic formal consultation will not be acceptable to us.

Meanwhile in London the next consultation phase for Camden's motorcycle parking charges is approaching.

Camden Council voted through parking charges for motorcycles. They are planning to charge all petrol bikes the same as low emitting car at £150 a year, and charge commuters £600 a year to park.

The next stage will be the final 'statutory' consultation – this will be a vital opportunity to force them to make further changes or drop the changes entirely.

When the Camden consultation comes out we will alert everyone, and similarly for Bristol if we cannot divert the process earlier.

Remember if we don't fight charges wherever they appear they will spread to every Council in England. Motorcycling is under threat in the UK, we have to stand together to save it!

It won't surprise you to know that parking charges will feature in our General Election campaign.

## **What of the General Election campaign?**

The release of the MAG manifesto for the general election campaign is very close. For the next couple of weeks, mom's the word, but be assured we are preparing to make this general election campaign as loud and impactful as possible. We want it to be remembered as the one that finally put riders' interests into the heart of the debate.

Once the May 2<sup>nd</sup> elections have cleared the news cycle we need to focus on the General Election. The date for the election is yet to be announced, but we will make sure that the voice of motorcycling cannot be ignored. Bikers are Voters. The current Roads Minister admitted in his comments on the bus lanes consultations that the motorcyclists' interests "have sometimes been overlooked."

We will be a bit more emphatic in our wording – our interests have been blatantly ignored for too long. This will continue to be the case unless we get every rider in the country behind our manifesto. We can make a difference and we will not go quietly into the night.

### **Get started today.**

There is no need to wait for the official launch of the MAG Manifesto for the General Election. You can start today by tracking down any known candidate for any elected role and asking them 'Why should bikers vote for you?' Film their response and share it all over social media. Creating an interest in motorcycling issues will not be easy, but it doesn't need to be complicated.

[https://youtu.be/a59P7\\_SgFeo?si=GUIJIKCwofB9wnvy](https://youtu.be/a59P7_SgFeo?si=GUIJIKCwofB9wnvy)

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## **News from the Motorcycle Action Group (MAG)**

### **MAG Quits the Federation of European Motorcyclists' Associations**

**The Motorcycle Action Group (MAG) which founded the European Riders' Rights Movement in 1989, has quit the Federation of European Motorcyclists Associations (FEMA) citing its unhappiness with FEMA's 'gutless' attitude to forced electrification.**

MAG has repeatedly expressed its concerns about the gap between the clearly stated views of ordinary motorcyclists, and FEMA policy. MAG and FEMA surveys of riders

have independently confirmed bikers' overwhelming opposition to any ban on the sale of petrol-powered motorcycles.

MAG's response has been robust and unequivocal ever since 2017 when the UK Government first announced a proposed 2040 ban before bringing it forward to 2030 and moving it back to 2035. By contrast, the FEMA board has obdurately resisted MAG's calls for a hardline position and seems to see its role as being one of convincing and converting bikers to accept the ban.

In its latest move, the FEMA Board has adopted a joint so-called 'manifesto' written by FIM, the global governing body of motorcycle racing, and ACEM, representing European Motorcycle Manufacturers. The FEMA Board has now presented it to its member organisations as a diktat with Wim Taal, FEMA's General Secretary, stating that he would "not have discussions," would "not welcome comments," and "It's not a discussion paper, it's fixed." As well as accepting forced decarbonisation, the document also omits any mention of historic vehicles. Asked the reason for that omission, FEMA said that ignoring owners of historic vehicles was the best way to get a three-way agreement between the FEMA, FIM and ACEM boards.

MAG Chair, Neil Liversidge, said:

"No way does this document accurately represent the vast majority of riders' views on forced electrification. FIM has concocted it, ACEM has watered it down, and FEMA's Board has waved it through with no involvement from FEMA's National Member Organisations.

What it does make clear is that democracy is dead in FEMA, and with it the independent European Riders' Rights Movement. For ten years FIM has connived to control FEMA. It has now succeeded through the agency of self-interested people who have subverted it for their FIM paymasters. Now FIM will do what big business always does; adopt the path of least friction with governments and supra-national authorities, selling riders out in the process.

MAG is proud of its achievements for European riders in the 35 years since we founded FEM. We shall not be putting our name to this gutless betrayal."

Following a unanimous vote by the MAG UK National Committee, MAG has resigned from FEMA with immediate effect, citing its complete lack of confidence in FEMA and its belief that FEMA no longer represents the interests of motorcyclists. MAG remains open to working with any and all organisations faithfully representing riders' interests by continuing to fight forced electrification.

ENDS.

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

## MAG's Exit From FEMA – My Perspective

Having been in at the inaugural stages of when MAG saw the need to represent riders in Europe, I feel the need to comment, from a personal point of view, on MAG's decision to leave FEMA.

When this was first mooted, I hoped it wouldn't come to this. When MAG first set up FEM (later FEMA) it was to work as one voice with European riders against unnecessary legislation. MAG UK's people – Frank Pearson and Simon Milward – slept on the office floor for years and made our first and invaluable contacts in the European Parliament, so

what has happened to FEMA in the last few years is a complete betrayal of them and their efforts. I remember seeing Simon greeted as a respected representative of riders by EU personnel and bureaucrats whilst walking into the building in black jeans, a tee-shirt and leather waistcoat. He didn't need a suit; his transparent honesty and dedication did the talking.

The FEMA manifesto webinar is here: <https://www.youtube.com/watch?v=Y7cP31k7Rbw> for anyone who wants to watch it. That's 40 minutes of my life I'll never get back. My personal take is 'what a stitch up.' FEMA members have had no meaningful input into this whatsoever. Not only have they accepted in principle that news ICE bikes will be a thing of the past, but to get ACEM on board they have written classic bike riders out of the script completely. The message could not be clearer: They want all ICE bikes off the road so that the big business interests they represent can sell expensive electric bikes to a captive audience.

In the webinar, FEMA's General Secretary stated that he would "not have discussions," would "not welcome comments," and "It's not a discussion paper, it's fixed." He also makes a disparaging reference to the fact that the Brits like to discuss such things. Yes mate, we do. It's called democracy, but that's something for which FEMA now seems to have no respect. Another voice on the webinar is that of a woman who was in WIMA GB at the inaugural AGM I called. She voted in favour of us becoming an entity in our own right and making decisions in a democratic way, rather than having the United States dictate to us. What short memories people have!

I am immensely proud of what MAG UK has done for European riders, immensely proud of the EuroDemos over all those years that got us heard, and immensely proud of the dedication in those early years of Frank and Simon.

I feel sad that FEMA has sold bikers out. As we have made clear in our press release though, MAG remains open to working with any and all organisations faithfully representing riders' interests by continuing to fight forced electrification.

FEMA won't miss our money. They appear now to be in the pockets of the FIM. What it will, undoubtedly, miss is that MAG UK is working for and dedicated to all riders.

**Anne Gale**

**Joint MAG Vice President, Network Editor and Western Region Rep.**

## **MAG makes free 15 minutes' kerbside waiting demand for motorcycles.**

**The Motorcycle Action Group is making a bold but completely practical demand for motorcyclists' to be allowed waiting time regardless of urban parking restrictions. The demand will be part of the upcoming General Election campaign due to be launched by MAG after the Mayoral and PCC elections.**



MAG's demand reads – 'MAG calls for the Government and local authorities to allow motorcycles 15 minutes' waiting time parked parallel to the kerb so as not to obstruct traffic, on all non-motorway roads, unless specifically prohibited by notice, regardless of other restrictions, e.g. double yellow lines. Such an allowance would benefit motorcycle users such as couriers, whose work supports the business world, as well as encouraging motorcycle usage generally, thereby reducing congestion and pollution.'

MAG National Chairman Neil F Liversidge said:

'There is a strong case to allow a short waiting time for bikers where parking is otherwise restricted. Without delivery riders there would be tens of thousands of extra journeys in the urban environment due to people fetching their own parcels and takeaway food. It's a hard life being a courier and they deserve a fairer deal, instead of being targeted for easy money with expensive traffic tickets.'

Neil specifically cited this video by YouTuber 'London Hustle' as exemplifying how hard couriers work, how vital they now are to the urban economy, and how unfairly they are often targeted: [https://youtu.be/24Ke8p4QMQ8?si=4ZuRHNUC2S1rdH\\_v](https://youtu.be/24Ke8p4QMQ8?si=4ZuRHNUC2S1rdH_v)

ENDS

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

## **BIG DROP IN MOTORCYCLE THEFT ON THE HORIZON?**

**The Motorcycle Action Group (MAG) can see potential for a big drop in motorcycle theft in the coming four years. MAG has secured a cohort of Police and Crime Commissioner (PCC) candidates willing to make the Fight Motorcycle Theft Pledge.**

So far, MAG's Fight Motorcycle Theft Pledge campaign has reached the election discussion for 33 police force areas. Bikers are voters, and at the polls they can exert genuine influence. Thanks to the campaign they will be able to find 49 candidates across England and Wales who have shown a will to tackle the issue.

One PCC candidate, in an email to a member stated, "I'm impressed by the way MAG has organised bikers."

MAG collated a list of all candidates by force area. Gold, silver, and bronze ratings have been applied to all candidates who are talking about motorcycle theft, and how they propose to tackle the issue. Those who have not engaged at all have no rating. You can find the full list here: [https://wiki.mag-uk.org/images/7/7b/2024\\_PCC\\_Candidates.pdf](https://wiki.mag-uk.org/images/7/7b/2024_PCC_Candidates.pdf)

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

“We have used this campaign to put motorcycle theft into the mix for these PCC elections. The public only get to decide who should be a PCC once every four years. We have grasped this opportunity and have created a good degree of success. For example, riders in the Thames Valley are guaranteed to have a PCC committed to the pledge. We got all the candidates there are on board. There is still time for more candidates to get involved. MAG activists are pushing to increase the level of support in all areas.”

MAG does not instruct riders which way to vote. We are making riders aware of where candidates stand on this issue. Riders can then make their own decisions. Once the election results are announced, MAG will report the support for tackling motorcycle theft amongst the elected PCCs.

The Fight Motorcycle Theft campaign will continue to push for significant reductions in motorcycle theft. We will get better results if supportive candidates are elected. So we urge all riders in England and Wales to use their vote wisely on 2<sup>nd</sup> May.

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### **FAREWELL AND HELLO by Jane Carrott**

#### ***Toodle-oo, Lembit***

Once upon a time a LibDem MP lost his seat, which was a shame for him but, ultimately, it led to MAG employing him as its Director of Communications & Public Affairs.

Take a bow, Lembit Öpik!

After ten years in this role, during which time Lembit has shone a torch into the dingy corners of politics for us, he is stepping away to see what else is out there. There may be life after MAG....

During his time working for MAG, he has provided insight into the workings of Westminster, doled out lashings of science, and given us a crash course in critical thinking.

However, all good things come to an end, as they say; but with endings come beginnings too.

I know we all wish Lembit all the very best with his future ventures and adventures and hope he keeps up his membership!

**AND**

#### ***Welcome Jayne!***

Many of you will know by now that, after a little over 13 years of 'Sperling' service in her role as Executive Officer, Julie of Central Office has moved on to take up a new challenge. We are sorry to lose her, but....

We are also delighted to welcome Jayne Souter as our new Executive Officer.

Jayne's credentials are impeccable: for one thing she is a long-standing motorcyclist, MAG member and volunteer, and so already understands what the organisation does and stands for.

Jayne has accrued valuable experience in both the private and community sectors, as well as a stint of self-employment. She is well-versed in procedure when it comes to the charity sector and has a wide range of administrative experience in addition to an impressive raft of qualifications.

Jayne also volunteers for MAP, who organise a number of MAG's premier fundraising events, as a Coordinator and Administrator.

It is clear that Jayne has many strings to her bow, and that she will be able to draw on them to great advantage in her new role with MAG. We wish her well in this new role.

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## **HOW CAN THIS EVEN HAPPEN?**

**A DISGUSTING AND TOTALLY UNNECESSARY THING TO HAPPEN.  
DICTATORSHIP IS IT ALIVE AND WELL!!!!**

YouTube: EU will Ban Classic Bikes

<https://www.youtube.com/watch?v=to4aupqZWRA>.

**A SENARIO I DON'T EVEN WANT TO COMTEMPLATE. IF THIS IS ENACTED  
THEN VERY ADEQUATE COMPENSATION MUST BE AVAILABLE.**

# MAG Noticeboard

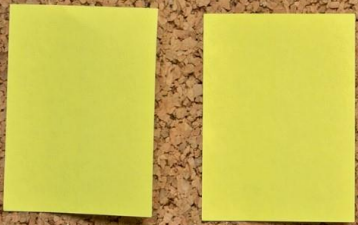
Next Network  
deadline 25th  
of May

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Next Open  
Road deadline  
15th May



Local PCC  
elections 2nd  
May



Parliament Recess  
Dates  
May Day  
2nd-7th May  
Whitsun  
23rd May - 3rd June



Stormin' The Castle  
Tickets on sale  
now



## **TRAVELLING OVERSEAS – KEEPING YOU IN THE PICTURE**

**(Stuff you may need to know)**

### **It's Official: Romanian Motorcyclists Do Not Need A Fire Extinguisher**

*April 10, 2024*

Do you remember the bizarre obligation for motorcyclists in Romania to carry a fire extinguisher, reflective triangles and a first aid kit? Well, this is finally, officially cancelled.

In Romania the highway code did not distinguish between cars and motorcycles. As a result, a motorcycle officially had to carry a fire extinguisher, a first aid kit and two reflective triangles, just like cars.



Romanian motorcyclists'

organisation MotoADN – a member of FEMA – played a significant role in the political process to end this obligation. MotoADN launched a petition requesting the Romanian Parliament, the Ministry of Transport and the Ministry of the Interior to exclude motorcycles and mopeds from the obligation to carry have a fire extinguisher, reflective triangles and a first aid kit. The petition gathered more than 8,000 signatures in just a few days and resulted in a draft law that provides for the elimination of the obligation for motorcyclists to have a fire extinguisher, reflective triangles and a first aid kit.

In November 2022 the draft law was approved by the Senate, with 117 votes in favour, no votes against and one abstention. The group of initiators to change the law was represented by Senator Cristinel Gabriel Berea, a member of the Romanian motorcycle community.

This draft law has now been signed into a law by the Romanian President. The vehicle categories AM, A1, A2 and A, agricultural or forestry tractors and trams have now been excluded from the obligation to carry a fire extinguisher, reflective triangles and a first aid kit.

*Source: MotoADN. Top photograph courtesy of MotoADN  
This article is subject to FEMA's copyright*

# Swedish Motorcyclists: Include Us In Infrastructure Plans From The Start

April 10, 2024



Swedish motorcyclists' association SMC met with the Minister for Infrastructure and presented the motorcyclists' views on the latest policy document on infrastructure.

The Swedish government plans to present an infrastructure bill to the parliament in the autumn, regarding financial frameworks and the direction for a new planning period. In June of 2023, the Swedish Transport Administration received the task of developing a policy document for the transport infrastructure for 2026–2037.



Here is what Dominique Faymonville, Public Affairs Manager at SMC, said at that meeting:

“SMC is an organisation that represents everyone who rides motorcycles and mopeds. Today we have 65,000 members and SMC’s main task is to work for and guard the road safety of everyone who rides two-wheelers. We see that the document lacks the perspective of two-wheelers and we are concerned that the document does not connect future investments in Swedish infrastructure to the adopted zero vision.”

“As I said, traffic safety is our top priority and much of the orientation document is about making up for delayed maintenance on roads and railways. Delayed maintenance on the road is one of the biggest dangers for us motorcyclists. When

roads lack good friction and road edges are loosened, which causes gravel on the roadway, the risk of accidents is high. Therefore, we believe that the Swedish Transport Administration, just as stated in the documentation, needs to focus on making up for the maintenance debt that currently exists on Swedish roads. On the other hand, it is worrying that the Swedish Transport Administration themselves write that, despite the proposed 20% increase, it will be difficult to cope with all delayed maintenance, planned maintenance and also planned and new projects. Therefore, the government must ensure that the financial framework proposed to the parliament is sufficient.”

“It is important to also consider the needs of two-wheelers before future planning. Examples of this are the new proven and prized road markings in curves that exist in several countries such as Scotland and Austria which result in a sharp reduction in motorcycle rider fatalities. But also funds for research and development of new centre rails on the way. We know that all road users benefit from separating traffic in order to reduce accidents, but this cannot be done at the expense of the safety of road users on two wheels.”

The ‘Vision Zero’ doctrine was developed in Sweden. This doctrine and the resulting ‘Safe System’ approach is focused on cars. What this means in practice is visible on Swedish roads, where motorcyclists often feel very uncomfortable and unsafe. (photograph courtesy of Wikipedia).

“For us at SMC, as for others, the zero vision is important. In order to reach it, it is required that the backlog and the planned maintenance on the road take into account the needs of MC road users already in the planning stage. In this way, road safety is improved for all road users, regardless of how many wheels the vehicle in front of them has. The Swedish Transport Administration’s planning processes must be modernized and made more efficient. At the municipal level, there are good examples where AI is used to scan for the need for measures in infrastructure, something that would like to be used more on state roads as well.”

“Two-wheelers have an important place in Swedish infrastructure. Driving on two wheels is both a cost-efficient and environmentally-friendly way to get around. Both in dense urban environments but also in the countryside. When these vehicles are not mentioned in the orientation document, it means that important aspects are missed, such as the electrification of motorcycles and mopeds.”

“In summary: make sure that the Swedish Transport Agency receives enough funds to cover backlogged maintenance and scheduled maintenance on the road. Make sure that the framework also allows for research and development to strengthen road safety for all road users. Ensure that two-wheelers are included in the maintenance planning process right from the start. It benefits everyone.”

Source: SMC

*Top photograph courtesy of routeyou.com*

*This article is subject to FEMA’s copyright*

# French Motorcyclists Keep Fighting Technical Inspections

April 18, 2024



Last weekend, the French motorcyclists' organisation FFMC took to the streets to – again – show its reasons for its opposition to an unnecessarily restrictive, mandatory technical inspection of motorcycles and other powered two-wheelers. According to FFMC only 0.3% to 0.4% of accidents are linked to a technical defect, compared to 30% of accidents due to road conditions.

**FFMC**  
**MOTARDS & CITOYENS**

FFMC – a member of FEMA – denounced the denial of democracy which led to this measure rejected in 2012 by the French National Assembly and the Senate, and adapted in 2014 by the European Parliament in order to allow member states to implement put in place more effective alternative measures to improve the safety and environmental performance of motorized two-wheelers.

FFMC fully plays its role in preventing accidents, for which education and improvement of infrastructure will obviously do much better than this poultice on a wooden leg. Motorcycles and other powered two-wheelers are a mobility solution, popular with its 4 million users in France.

Faced with the record success of the demonstrations against the technical inspections on April 13 and 14, with more than 60,000 riders mobilized throughout France, FFMC is strengthened in the pursuit of its actions and remains more than mobilized. FFMC will continue its resistance against mandatory technical inspections for motorcycles. It is already preparing a national action on an unprecedented scale with the ambition of bringing together all road users.



In the words of FFMC: the fight is not over!

Source: FFMC. Top photograph courtesy of Motomag.com  
This article is subject to FEMA's copyright

## **RAC WELCOMES GOVERNMENT DECISION TO COMMISSION INDEPENDENT STUDY INTO HEADLIGHT GLARE**



2nd Apr 2024

The RAC has today welcomed a commitment from the Government to commission an independent study into the issue of headlight glare, after research showed an overwhelming majority of drivers affected – as many as eight-in-10 – believe the problem is getting worse.<sup>1</sup>

Earlier this year, an RAC survey found that 89% of drivers think at least some headlights on cars on the road today are too bright, of which 28% – a higher proportion than ever – think most are.

Of all the drivers who complain about the brightness of car headlights, some 91% say they get dazzled when driving with 74% saying this happens regularly.

When it comes to the effects of glare on drivers, 67% of drivers who suffer say they have to slow down considerably until they can see clearly again, while a similar proportion (64%) believe some headlights are so bright they risk causing accidents.

In fact, 5% of these drivers state they have nearly been involved in a collision themselves.

Concerningly, 7% of the 2,000 drivers surveyed said that they find headlight glare so bad that they avoid driving at night altogether.

While the RAC has been surveying drivers on dazzling headlights since 2018, these new findings show more drivers than ever appear to be suffering from them, with 85% of those affected stating they believe the problem is getting worse.

- **Car lights and headlights – what they are and when to use them**

- **Headlight restoration guide – when and how to replace or restore them**
- **High resolution headlights – are they helpful?**

Responding to a petition set up by a member of the public following campaigning on the issue by the RAC, the College of Optometrists, Baroness Hayter and others, the Government said: “Recognising the need for further evidence [regarding headlight glare], we intend to commission independent research shortly.”

RAC road safety spokesperson Rod Dennis said: “The fact the Government has listened to drivers’ concerns and heeded our calls to examine the complex issue of headlight glare in more detail marks a real turning point.

“The topic has undoubtedly struck a chord with motorists up and down the country, with many people contacting us directly to call for something to be done.

“Brighter headlights, while giving drivers a better view of the road ahead, are clearly causing other road users significant problems.

“As many as nine-in-10 drivers tell us they believe at least some car headlights are too bright, while 14% of drivers aged 65+ say they have stopped driving altogether as a result of being dazzled.

“An independent study provides a golden opportunity for the Government and industry to get to the bottom of the problem, identify the factors involved and map out a way forward. We’re aware of regulatory changes being made at an international level that will hopefully make a difference in many years to come, but are concerned that these alone may not be enough to address headlight dazzle.

“There are also known shortcomings concerning the official road casualty data not accurately capturing the true number of incidents associated with headlight glare, so it’s absolutely right that the topic is investigated properly to understand what can be done to keep everyone safe.

“We look forward to working with the Department of Transport to help ensure the study is as robust as possible and drivers’ voices are heard.”

Baroness Hayter said: “This is a victory for all those drivers affected by glare who’ve complained to their MP, signed the parliamentary petition, or indeed sought help from an optometrist – only to discover the problem was with headlights, and not their eyes. This is an issue the RAC has long campaigned on and I am delighted the Government has recognised there is a real problem. We look forward to discussing its research in due course.”

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## **Government Must Scrap Petrol/Diesel Ban And EV**

### **Subsidies Now**

**Association of British Drivers (ABD)**

ISSUE DATE: 5 April 2024

Following news of Electric Vehicle (EV) sales falling further to a point where 84.8% of new car sales in March had a petrol or diesel engine it is clear the public do not want their choices taken away.

The ABD today calls for the ban on petrol and diesel to be properly and permanently scrapped (1) and an end to throwing public money at subsidies for EV purchases and use (2).

ABD Chairman Bob Bull said: "The public must not have their right to choose removed and public money must no longer be thrown at subsidising new EV sales and usage. The tax system has for years given huge advantages to persuade fleets and business users to adopt EVs. This is not 'free money', it is paid for by the hard working and struggling people of this country. Enough is enough".

(1). Many are under the misapprehension that Rishi Sunak pushed back the petrol/diesel ban to 2035. These were 'weasel words' as the mandates for huge percentages of sales to be fully electric by 2030 remain. Labour have promised to reinstate the ban.

(2). The SMMT have called for VAT on new EV sales to be halved and VED increases for EVs scrapped. There are already huge tax incentives to buy and use EVs.

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## March L-Category (Scooters, Motorcycles & other light 3 and 4-wheel vehicles) Registration Statistics

MCIA News: 8th April 2024



MCIA has today published the market data for March 2024, for new motorcycle, scooter, and other L-Category vehicles. March registrations depict a strong performance despite a slight -3.7% year-on-year decline, with overall year to date registrations differing only marginally from the previous year by -0.2%.

Market volumes of Adventure and Road Sport styles are both maintaining a strong position, year to date exceeding 2023 by +10.3% and +18.8% respectively. Electric powertrains have also seen positive increase across the  $\leq 4$  kW and  $>35$  kW bandings with increases of +32.5% and +114.3% respectively.

**Tony Campbell, CEO of MCIA**, said: "We're encouraged by the overall strength of the market at the close of Q1, where we've seen a positive start to the year and expect continued momentum as we enter the peak months of the market. Whilst we

continue to experience high interest rates, we are pleased to see a fall in inflation where our market and products continue to be robust and in high demand”.

More details on the March registration figures can be found [here](#).  
Please credit MCIA when quoting this information.

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## FROM ‘THE HOUSE’

### [Written Answers - Home Office: Speed Limits: Cameras](#)

27 Mar 2024

**Tan Dhesi:** To ask the Secretary of State for the Home Department, whether his Department had discussions with (a) road safety groups and (b) the public prior to the (i) approval and (ii) rollout of VECTOR-SR cameras.

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

27 Mar 2024

**Lord Davies of Gower:** ...category licenses, Ministers and officials have met with motorcycle stakeholder representatives to listen to and discuss various motorcycle initiatives, including ideas for reform. The Minister for Road Transport will meet with the MCIA and other motorcycle stakeholders in a roundtable format on 8 May to this and other issues.

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

3 Apr 2024

**Baroness Ritchie of Downpatrick:** To ask His Majesty's Government, further to the Written Answer by the Parliamentary Under-Secretary (Department for Transport) on 18 March (HC17308), what assessment they have made of the Motorcycle Industry Association's proposals to reform compulsory basic training.

### [Written Answers - Department for Transport: Motorcycles: Carbon Emissions](#)

9 Apr 2024

**Baroness Ritchie of Downpatrick:** ...Under-Secretary (Department for Transport) on 18 March (17105), what discussions have taken place between the Department for Transport and the Driver and Vehicles Standards Agency regarding the Motorcycle Industry Association's 'A Licence to Net Zero' campaign.

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

9 Apr 2024

**Baroness Ritchie of Downpatrick:** To ask His Majesty's Government, further to the Written Answer by the Parliamentary Under-Secretary (Department for Transport) on 18 March (HC17308), whether they will publish a response to the Motorcycle Industry Association's "A Net Licence to Zero" proposals ahead of the scheduled roundtable.

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

19 Apr 2024

**Emma Hardy:** To ask the Secretary of State for Transport, what recent estimate he has made of the number of learners waiting for motorcycle practical tests (a) nationally and (b) in Hull West and Hessle constituency; and whether he has made an assessment of the effectiveness of steps taken to reduce the driving test backlog over the last 12 months.

[Business of the House](#)

18 Apr 2024

**Craig Whittaker:** As a keen motorcyclist, I welcome the Government setting out an ambitious vision for the moped, motorcycle and entire powered light vehicle sector in their 2021 transport decarbonisation plan. A road map to realising that vision is in their joint action plan with the Motorcycle Industry Association.

The key to reducing emissions and alleviating congestion is improving access to the sector...

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## WEBSITES AND ON-LINE 'STUFF' YOU MAY WISH TO VISIT

News story: Farming and construction vehicles set for hydrogen-powered revolution  
<https://www.gov.uk/government/news/farming-and-construction-vehicles-set-for-hydrogen-powered-revolution>

Research and analysis: Review of emerging techniques for hydrogen production from electrolysis of water  
<https://www.gov.uk/government/publications/review-of-emerging-techniques-for-hydrogen-production-from-electrolysis-of-water>

Guidance: Driving in the EU (Last updated: 1 April 2024)  
<https://www.gov.uk/guidance/driving-in-the-eu>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated: 1 April 2024)  
<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

TRL: Beyond the Red Lights: A Comprehensive Approach to Roadside Recovery Safety  
<https://trl.co.uk/news/beyond-the-red-lights--a-comprehensive-approach-to-roadside-recovery-safety>

RSGB: New average speed cameras to make roads 'safer for everyone'  
<https://roadsafetygb.org.uk/news/new-average-speed-cameras-to-make-roads-safer-for-everyone/>

RAC: RAC welcomes Government decision to commission independent study into headlight glare  
<https://www.rac.co.uk/drive/news/rac-news/rac-welcomes-government-decision-to-commission-study-into-headlight-glare/>

Guidance: Plug-in motorcycle grant: eligibility and applications (Last updated: 6 April 2024)  
<https://www.gov.uk/government/publications/plug-in-motorcycle-grant-eligibility>

AQN: Policy group call for parties to outline their proposed transport strategies  
<https://airqualitynews.com/cars-freight-transport/policy-group-call-for-parties-to-outline-their-proposed-transport-strategies/>

RAC: Should mobile phones be confiscated for offenders behind the wheel?  
<https://www.rac.co.uk/drive/news/driving-law/should-mobile-phones-be-confiscated-for-offenders-behind-the-wheel/>

ABD: Government Must Scrap Petrol/Diesel Ban And EV Subsidies Now  
<https://abd.org.uk/government-must-scrap-petrol-diesel-ban-and-ev-subsidies-now/>

ACEM: Powered Two-Wheelers manufacturers ready to support future Sustainable Urban Mobility Plans in Europe  
<https://acem.eu/powered-two-wheelers-manufacturers-are-ready-to-support-new-european-policy-framework-on-mobility-and-transport>

RSGB: Pilot to test the effectiveness of simulated hazard awareness training for motorcyclists  
<https://roadsafetygb.org.uk/news/pilot-to-test-the-effectiveness-of-simulated-hazard-awareness-training-for-motorcyclists/>

BBC Panorama: Smart Motorways: When Technology Fails  
<https://www.bbc.co.uk/programmes/m001yqdr>

RAC: BBC investigation claims smart motorways are a safety risk for drivers  
<https://www.rac.co.uk/drive/news/infrastructure/bbc-investigation-reveals-smart-motorways-are-a-safety-risk-for-drivers/>

RAC: Pothole-related breakdowns 'spring' forward by 50% in 2024

<https://www.rac.co.uk/drive/news/state-of-the-roads/rac-pothole-related-breakdowns-spring-forward-by-50-in-2024/>

EDM 661: tabled on 23 April 2024 Safety of electric powered vehicles and lithium-ion batteries

<https://edm.parliament.uk/early-day-motion/62160>

PACTS: Hands-off driving assistance systems steam ahead

<https://www.pacts.org.uk/hands-off-driving-assistance-systems-steam-ahead/>

ETSC: EU crackdown on foreign drivers that commit traffic offences

<https://etsc.eu/eu-crackdown-on-foreign-drivers-that-commit-traffic-offences/>

WALES: The latest on 20mph speed limits

<https://research.senedd.wales/research-articles/the-latest-on-20mph-speed-limits/>

RSGB: Welsh Government to “refine” 20mph policy

<https://roadsafetygb.org.uk/news/welsh-government-to-refine-20mph-policy/>

RSGB: National Highways defends smart motorways in wake of BBC Panorama programme

<https://roadsafetygb.org.uk/news/national-highways-defends-smart-motorways-in-wake-of-bbc-panorama-programme/>

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