

# Network

December 2013

**views expressed in this publication are not necessarily the views of the Motorcycle Action Group (MAG UK) or the Editor**

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Editorial.

So, we have our new Team and I think its brilliant. Team Lembit and Leon - yep - Methinks MAG will now go from strength to strength. Good luck Guys.

At this juncture I want to say 'Thank you Paul xx'. Paul Turner has done an absolutely sterling job at MAG Central Office since April - Thank you Honey, you done good.

On page 8 is an article from the AA with stats on 'car drivers surprised when a motorcyclist appears'. The AA even backs it up with paragraphs like: 57% of car drivers are often surprised when a motorcycle appears from nowhere. This increases to 63% amongst females and drivers over 65 years of age. London is the region with the greatest percentage of drivers surprised by motorbikes appearing from nowhere (60%).

Oh please.....I have never heard anything so ridiculous in my life. I'm not doubting the AA's findings but I am wondering about the IQ of the average car driver. Are they for real? I bet they're never surprised to see an HGV! Sorry, but I find it incredible that those who think they have the right to drive don't recognize ALL vehicles using the road. If that is the case then the car driving test has to include 'observation' for all vehicles - or, maybe it does but they just conveniently forgot.

Sorry, rant over.

David French, MAG Ireland is now subscribe to Network and sends me the Irish equivalent so you may occasional see something in here from the Republic of Ireland - brilliant.

Wishing all of you a very happy Solstice, A.

If you have anything useful for Network, please email me at [AnneGaleMAG@aol.com](mailto:AnneGaleMAG@aol.com) subject heading Network.

[Acknowledgments: George Legg. Phil Green. Rowan Publications]

## MAG PRESS RELEASE

### 23-11-2013 Lembit Öpik adds passion and power to MAG's Communications and Campaigns Team



Former MP Lembit Öpik is renowned for his 'full-on' approach to all he does. Now he's channelling his irrepressible drive to protect and promote two core passions: Liberty and Motorcycling. Lembit joins MAG's newly streamlined team of professionals. Their mission is to take a leading role to stand up to threats to riders' rights and expand the use of motorcycles and scooters in the UK.

Lembit's new role as Director of Communications and Public Affairs for the Motorcycle Action Group (MAG) was announced today at the National Motorcycle Show in the NEC. This puts him at the heart of UK motorcycling and the new team at the core of MAG's Campaigning and Lobbying activities. 'People know me for a lot of things! But few of them know biking's been an enduring part of my life. I rebuilt my Yamaha YB100 in 1982, and have ridden two wheels ever since. Currently I've got a Suzuki GS1000, and am as passionate as ever – and that's why taking on this new role feels like coming home.

Lembit isn't tackling the communications and public affairs challenge alone. He's working with biking campaigns guru, Dr Leon Mannings, who's got an exceptional pedigree. Lembit says of Leon 'if Zen and the art of Motorcycle Maintenance came to life, it would be Leon. He's a combination of perspective and limitless resilience, and he has a tremendous record of winning for powered two wheeler riders.

Lembit and Leon have clear ambitions for MAG. Lembit says 'as an MP, I chaired the All Party Parliamentary Group for Motorcycling. Back then, the Department of Transport saw bikers more as a hassle than an answer to congestion and pollution

problems. Now, the mood at the Ministry is changing and we've got a rising number of great allies in Government. Steve Baker MP is an outstanding Chair of the All-Party Group. I get on well with Transport Minister Robert Goodwill MP and know he will engage on bike policy.' Leon adds 'with a newly sharpened approach, a better relationship between bureaucrats and bikers is evolving. It's about to become even more productive. I've worked and won on issues before, and we now have better prospects than ever for really moving the positive role of motorcycling further up policy agendas – at Local and Central Government levels.

MAG Chair, John Mitchell, underlines MAG's determination to boost the strength and penetration of its voice for bikers. 'We've always been at the forefront of battles over issues for bikers since we formed to fight the authoritarian helmet law in 1973. Other threats have come our way, most involving the replacement of common sense with patronising over-regulation. Lembit and Leon are a tremendous new force in the fight-back for freedom: the Institute for Economic Affairs even identified Lembit as the most 'libertarian' MP in the country, and he really does 'walk the freedom talk' in word and deed. Leon has an excellent mental map of the policy jungle, and has a key role in our awesome team. Changing the regulatory tide is bigger than just biking – it's actually about liberty. With Leon's insight, clarity and stamina, real progress looks likely. And, if one person combines political focus with the passion needed to fully reflect MAG's determination to defend the heart and soul of biking – it's Lembit Öpik.

**From the Chairman** "Today, the Government announced that the newly merged DSA and VOSA will become The Driver and Vehicle Standards Agency (DVSA).

<https://www.gov.uk/government/news/driver-and-vehicle-standards-agency-named>

Their PR says "There will be a gradual introduction of the new agency name ahead of the formal launch in April 2014, with no change to the level or quality of services during the transition period." Oh dear... there's me thinking it might be better than the present omnishambles! Or am I just being cynical?"

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*In the November edition, remember the DSA article "**Changes to motorcycle, lorry and bus driving test rules**"?*

*Phil Green contacted me with a few queries which I couldn't answer so I suggested he write to the DSA and then get back to me with the reply so we could publish it. The following is the result, the Ed:-*

Phil's email to the DSA:- Subject: 3rd Licensing Directive

I understand that this directive now requires Motorcycles for use in a Category "A" Riding test to be of at least 50KW power output and minimum "Unladen Mass" of 180Kg. I can find no definition of what constitutes "Unladen Mass" Does it include the weight of a full tank of fuel, coolant and lubricating oil and a battery, i.e. what is commonly referred to as "wet" or "kerb" weight?

Please explain.

Their response:- our ref: 1311/00423.

Dear Mr Green,

Thank you for your email of 9 November about the amendments to Directive 2012/36/EU.

The new rules you are referring to will not be implemented until December 2018. However you can look at the information [here](#) on our website for further information.

I confirm that the unladen weight of any vehicle is the weight of the vehicle when it's not carrying any passengers, goods or other items. It includes the body and all parts normally used with the vehicle on the road. This does not include the weight of the fuel or, if it is an electric vehicle, the batteries.

Do not hesitate to contact us should you require any further assistance.

Yours sincerely, Peter Murray, Corporate Correspondence, Customer Operations  
customer.services@dsa.gsi.gov.uk

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## **IAM**

### **Drivers wary of safety benefits of EU vehicle control**

Three quarters of drivers are concerned that the use of Intelligent Speed Adaptations (ISAs) will compromise safety, according to research by the Institute of Advanced Motorists (IAM).

Last month, the EU announced that they were considering rules for new cars to be installed with Intelligent Speed Adaptation (ISA) technology. This would be capable of detecting limits through cameras or satellites and automatically applying the brakes. Existing vehicles could be forced to be retrofitted with the devices.

Seventy-eight per cent of drivers don't want to see the retro fitting of ISA technology onto older vehicles.

Fifty-seven per cent of drivers feel that ISAs won't have a positive impact on road safety - avoiding crashes, deaths and injuries.

There is overwhelming support for ISAs when vehicle control remains with the driver. Sixty-seven per cent of respondents would prefer ISAs to operate with warning messages with no control of the vehicle.

Respondents do feel that there are some benefits to ISAs. Fifty-two per cent see a reduced likelihood of speeding convictions and less money spent on traffic calming measures such as road humps.

Thirty-one per cent of respondents feel that, if enforced, ISAs should be restricted to younger drivers, newly qualified drivers and drivers with previous road-related convictions.

IAM chief executive Simon Best said: "ISAs could help to save lives but it's clear that drivers remain dubious about the benefits of the technology. More research into the benefits would help

to reassure the public that this will improve road safety. Unfortunately, over a third of respondents see this as a way of controlling drivers, I believe if drivers are trained properly and have access to on-going learning, the government would not need to enforce ISAs."

And

**The North East of England has seen the biggest increase in accident rates for killed and seriously injured people in 2012, according to IAM's analysis of recent data produced by the Department for Transport[1].**

Figures for 2012 show that the rate[2] of reported killed or seriously injured (KSI) casualties in the North East has increased by eight per cent since 2011, an extra 65 KSI incidents.

The South East, which was one of the worst regions for road safety last year, has made the biggest improvement with an eight per cent decrease in 2011/2012. This follows a ten per cent increase 2010/2011. However, London did see an increase of 217 in the number of killed and serious injured accidents in 2012.

The South West saw a six per cent increase in accident rates for the most serious crashes with 127 additional killed or serious injured accidents.

There are reductions in the North West, South East, and West Midlands, cancelling out small increases in Yorkshire and Humber, East of England and London, giving an overall reduction of two per cent in accident rates for England.

A two per cent increase has pushed Yorkshire and Humberside to the top of the accident rate table. Per head of population you are more likely to be killed or injured in Yorkshire and Humberside than anywhere else in England.

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### **VisorDown: Zero Motorcycles pulls out of UK**

Electric bike manufacturer zero motorcycles has pulled out of the uk after four years due to poor sales, the firm confirmed today.

The Government's failure to offer incentives to buy electric motorcycles, while handing out up to £5000 grants toward electric cars, has been cited as a factor in Zero's UK demise.

Martin Driehaus, Zero's Marketing Director in Europe, told Visordown: *'We unfortunately had to withdraw from the UK market and we don't continue to operate in the UK.*

*'We will keep one dealer who will look after the bikes that we have sold in the UK, but we are not shipping any new bikes to the UK in the near future.*

*'We continue to monitor the UK market, and when we think the time is right we will consider to fully operate in this market again.'*

In a letter to UK dealers, leaked to Transportevoled.com, Pieter de Waal, Zero's acting MD in Europe, said: *'We entered the UK market as early as 2009 to test the appeal and acceptance of our electric motorcycles. Despite our increased effort from the beginning of 2012 onwards, we*

*fell far short of realising our goals for the UK. We therefore came to the conclusion that the UK market lags other European markets in terms of market readiness and potential for electric motorcycles.*

*'As a consequence, we have decided to withdraw our operations... We will contact you shortly to discuss the cessation of our business relationship.'*

The California-based firm's range includes three road bikes, the S, SR and DS, making 54hp and suitable for A2 licence holders, plus a motocross bike, the FX. If you want one, we'd recommend getting it now, if it's not already too late.

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## **Trader News: Motorcycling must become part of mainstream transport planning to reduce casualties**

Leading figures from the motorcycle industry and the police will be calling for a radical change in attitudes towards motorcycling in the UK when they address a safety conference being held today at the Department for Transport offices in London.

The conference was organised jointly by the Motorcycle Industry Association and the Association of Chief Police Officers in partnership with the Department for Transport. It will examine perspectives from the motorcycle industry, the police, the insurance industry, other road users groups, road safety policy makers, Transport for London plus the government's view, via Robert Goodwill, Under Secretary of State for Transport, who is delivering the keynote speech.

Unlike previous attempts to tackle motorcycle safety, this calls for a fundamental change in how motorcycling is regarded by those responsible for transport planning. It will explore the concept and conference title: 'More motorcycles could reduce casualties?' while identifying the limitations of continuing with the current tendency to just tackle safety through sporadic campaigns.

Delegates will be presented with data which shows 'volume breeds relative safety'. This highlights the fact that:

- The UK has the lowest ownership of powered two wheelers (PTWs) in Europe but proportionately has one of the highest rates of fatal accidents measured against the PTW circulating Parc (fatality per 10,000 PTW).
- In sharp contrast, the Netherlands has three times the number of PTWs per head of the population and yet riders are five times less likely to be killed than riders in the UK (using the same measure).
- The highest rate of PTW ownership in Europe is in Greece at 33%, and yet the fatality rate is still proportionately nearly a third of the UK rate.
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10% seems to be a critical tipping point, according to Jacques Compagne, the Secretary General of ACEM – Association of European Motorcycle Manufacturers, who will address delegates. Using source data from the International Traffic Safety Data and Analysis Group IRTAD, he will argue that when at least 10% of road traffic is made up of PTWs, safety outcomes for riders improve considerably.

The correlation between high PTW ownership and less serious accidents quantifies the key findings from research by the Organisation for Economic Co-operation and Development

(OECD) which recommended (as far back as 2008) that the way to reduce casualties significantly is to include motorcycles in mainstream transport policy.

10% is also a critical point at which research in Europe has shown that motorcycles can help cities keep moving. Delegates will hear about the study carried out on a particularly congested route in Belgium, which found that when 10% of car drivers swapped to motorcycles – congestion was reduced for all road users by 40%. When 25% of car drivers swapped - congestion was eliminated altogether. (Source – Transport & Mobility Leeven).

New models of small motorcycles and scooters can do up to 160mpg and there is a good range of electric motorcycles which have the added benefit of being able to be charged at a normal plug socket. These are ideal for commuting.

Powered two-wheelers could play a significant role in helping to ease urban congestion, which is predicted to get worse, but they need to be encouraged and included in mainstream transport policy, in the same way that cycling is, to ensure better safety for UK riders.

Steve Kenward, CEO of the Motorcycle Industry Association says this conference should be the beginning of a process of change: "Today will mark the start of a serious dialogue to explore how motorcycling can become part of mainstream transport policy. We are hopeful that the process of integrating and embracing motorcycling into the transport mix, in the way that cycling is, and will see an end to policies which have historically sustained a vulnerable environment for motorcyclists."

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### **Automobile Association: Invisible motorbikes?**

More than half of all drivers (57%) are often surprised when a motorcycle appears from nowhere, according to the AA President addressing a major motorcycle conference\* in London on 11 November.

These revelations come at a time when provisional government figures show an 8% increase in motorcyclists killed or seriously injured in the spring this year compared to the spring last year. The AA president addressed the issue of "Sharing the roads: Changing attitudes" by highlighting a recent AA-Populus poll of 21,165 conducted between 11-17 October 2013.

The main findings were:

- 57% of car drivers are often surprised when a motorcycle appears from nowhere. This increases to 63% amongst females and drivers over 65 years of age. London is the region with the greatest percentage of drivers surprised by motorbikes appearing from nowhere (60%).
- 92% recognise that motorcyclists are vulnerable and always give them more space.
- 40% believe that motorcyclists are inconsiderate. The number increases in London (46%) and SE (44%) and amongst females (43%) and those aged 25-34 (49%).
- 88% of drivers say they always look out for motorcyclists. This increases to 90% of 45-54 year olds who are perhaps the born again bikers.
- 85% admit that motorcyclists are sometimes hard to see. 88% of females and those aged 24-34 believe this. The SE is the region with the highest percentage admitting this (87%).
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**18% of AA members hold a motorcycle licence**

King pointed out that there was a considerable cross-over between drivers and those on two wheels. Some 18% of AA members hold a motorcycle licence, 8% ride a motorcycle but 28% used to ride a motorbike but don't now – this increases to 40% of the over 65s. Fifty per cent of drivers also have at least one bicycle in their household.

### **More awareness**

Edmund King, AA president, said: “We need to ensure that drivers are much more aware of the presence and possible presence of motorbikes and indeed cycles on our roads. It is worrying that half of all drivers are often caught out by ‘invisible’ motorcycles seemingly coming out of nowhere. Motorcyclists also need to always be aware that they might not be seen.

“We have heard much lately about improving the safety of cyclists from the Prime Minister downwards yet motorcyclists appear to be the forgotten cousins. Yet motorbikes and scooters can play a vital role in helping to reduce congestion and enhance mobility in our towns and cities.

“We need a step change in attitudes to provide a positive role for powered two-wheelers in our transport strategy. Safer, more fuel-efficient bikes coupled with serious inclusion of motorcycling within transport policy could bring benefits for all road users. All too often motorcycling is written off as deemed to be unsafe.”

What if there were lots more motorcycles?

If there were a lot more motorcycles on the roads:

- 54% say they would be more aware of motorcycles
- 25% would be more likely to consider motorcyclists as legitimate road users
- 13% would personally consider using a motorcycle for their daily commute
- 35% would make more concessions in their driving for motorcyclists
- 24% would hope that more drivers took to motorcycles so they could benefit from reduced congestion.

King concluded: “We need to work in collaboration with others when looking at transport policy to always think once, think twice, think bikes.”

### **The AA and Motorbikes**

- AA has 50 motorbike patrols (on Honda Pan Europeans) in six major cities – London, Glasgow, Sheffield, Leeds, Manchester and Birmingham.
- AA patrols on motorbikes can cut through the traffic to reach breakdowns more quickly
- By getting to and fixing the breakdown more quickly we can improve service to our members as well as helping to reduce congestion and emissions
- In urban areas, a broken down car often causes disproportionate congestion and between 11 and 15% of drivers are routinely stuck in morning rush hour queues on key city routes so we want to get to those cars and get them moving as quickly as possible
- Motorbike patrols can get to most breakdowns at least a third quicker than vans
- AA Honda Pan Europeans carry an impressive payload of tools and equipment and can tackle most ‘quick fix’ breakdowns at roadside and can even jump start a vehicle
- AA patrols have been issued with new puncture plugs for tubeless tyres
- AA attends around 3.5 million breakdowns a year of which around 60,000 are to motorcycle and scooters
- Average response time: around 40 minutes

- Fix rate: on average, we fix around 80% of vehicles at the roadside. We don't have motorcycle specific figures for repair rate or number recovered.
  - AA offers motorcycle breakdown cover (covered under standard AA membership) and motorcycle insurance
  - Bikers get the same level of cover as any other AA member
  - AA has around 3,000 patrols in total across the UK in urban and rural areas. All patrols can and do attend bike breakdowns and, within the M25, we have a dedicated motorcycle repair and recovery team with bespoke vans – all manned by bikers – as London has a higher density of bikers.
  - AA has used motorbikes ever since the days of early Chater-Leas and BSA sidecar combinations.
  - Some of the old bikes are in our 40-strong historical patrol vehicle fleet that displays around the country.
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## F E M A

### **EU Parliament and Member States must reach agreement on testing regimes for motorcycles and mopeds**

Following Parliament's vote in July, which showed profound division concerning motorcycles and mopeds (PTWs), Member States, the Commission and EU Parliament's rapporteurs now have to reach a compromise under the Lithuanian Presidency of the European Union. European Citizens and riders have written an Open Letter to MEPs and urged rapporteurs not to let technocratic Europe win over socioeconomic facts and reality.

Whilst the proposal of the European Commission to further decrease the minimum testing intervals for vehicles and include all powered two-wheelers into periodic roadworthiness testing (RWT) regimes is currently being discussed between the Council of Member States and the European Parliament (with the objective to find an ultimate compromise before the end of the Lithuanian Presidency), FEMA, the Federation of European Motorcyclists Associations representing tens of thousands of paying riders across the EU, calls Council and Parliament's delegates to work at finding a reasonable solution for all, favouring European citizen's real needs and acting on sound evidence and statistics instead of technocratic principles.

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#### **From The House**

**Lord Bourne of Aberystwyth:** To ask Her Majesty's Government what measures they are taking to reduce road accidents.

**The Minister of State, Department for Transport (Baroness Kramer) (LD):** Great Britain has one of the best road safety records in the world. However, the Government is not complacent and is taking a variety of measures to further improve our record. These include:

- Continuing to run THINK! road safety campaigns, for example a motorcycle campaign in spring to remind drivers to look out for bikers, a new drink driving summer campaign and most recently a cycle safety campaign in five major cities.

- Promoting road safety enforcement by introducing a new fixed penalty offence for careless driving, which will allow officers to spend more time enforcing road traffic law and increasing the fixed penalty notice fines for offences such as using a mobile phone whilst driving.
- Tackling cycle safety by providing the single largest injection of cash for cycling, which with local contributions amounts to £148 million and launching a cycling taskforce for London to help reduce the number of accidents involving HGVs and cyclists.
- Taking action on drink and drug driving by creating a new offence of driving with a specified controlled drug in the body above a specified limit and closing the "statutory option" loophole in drink drive enforcement to make the job of dealing with drink drivers faster and less bureaucratic when it comes to bringing offenders to justice.

Finally, we plan to issue a Green Paper later this year in which we will be considering several options to ensure that newly qualified drivers are properly prepared and drive safely.

And

from The **Welsh Assembly – Written Statement on Motorcycling**

This Statement provides an update on the Welsh Government's approach to encouraging safe and responsible motorcycling in Wales.

In May this year, I made a statement on how we are working with partners to improve the safety of motorcyclists on Welsh roads. I published the Road Safety Framework in July, which includes a target to reduce the numbers of killed and seriously injured motorcyclists by 25% by 2020 and sets out the actions we and others will take to achieve this.

All road users can have an impact on the communities through which they travel and I am aware, from concerns that Members have raised with me, that this applies to motorcyclists too.

Motorcycling has many positive impacts. As a mode of transport, it can improve people's access to employment and reduce congestion. As a leisure activity, it contributes to the Welsh economy generally through the purchase and maintenance of motorbikes and equipment, and it also brings significant benefits to the local economy in popular destinations and along the routes riders take.

Coupled with this however may be downsides for local communities. These are linked to the noise generated and the perception of speed, particularly when riders travel in larger groups, but also include the often distressing impact of collisions. The majority of riders behave responsibly and courteously, but even a minority can cause distress and sour relations between riders and locals.

Most of the activities and courses that support motorcyclists focus predominantly on the safety aspects of riding, which remains a priority. With RIDE, the North Wales Police is already running a course that is specifically targeting riders who have come to their attention because of careless or antisocial behaviour. Police across Wales also run targeted cross-border operations, such as Focus and Darwin, addressing inappropriate riding together with communication and education.

I am committed to working with the Police and other partners on the Motorcycle Safety Steering Group to assess the success of these schemes in changing rider behaviour and to explore what we can do further to reduce these negative impacts on local communities, particularly in Mid Wales. As part of this, we will explore the potential benefits of publicity and awareness raising initiatives as well as the development of effective messages that can be incorporated into all the activities that are targeted at motorcyclists.

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***For those of you out there who like stats: Dept for Transport***

**DfT statistics on road traffic, journey reliability and congestion on managed roads**

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**Road traffic, [Highways Agency](#) road journeys and congestion statistics released.**

The Department for Transport has today (14 November 2013) published the following statistics about:

- . [Quarterly road traffic estimates: Great Britain \(Jul to Sep\) Q3 2013](#)
  - . [Reliability of journeys on \[Highways Agency\]\(#\) roads, England: Jul to Sep 2013](#)
  - . [Congestion statistics on locally managed 'A' roads, England: Jul to Sep 2013](#)
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**RMI: October motorcycles sales continue upward trend**

"It is positive to see an impressive 6.7% increase in registrations in October following last month's sales growth on the back of the September plate change" said Sue Robinson, Director of the National Motorcycle Dealers Association (NMDA) which represents motorcycle retailers across the UK.

The latest new motorcycle and scooter figures showed a significant increase in scooter sales which were up 14.1%, although the year to date figure is still down -5.2%. Sales of 51cc-125cc models, the largest market segment were up 15.5% - this sector represents around 35% all motorcycles sold.

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**A global vision for the global two wheel market**

While the enduring economic and financial crisis is putting high pressure on the entire EU motorcycle sector, new flourishing motorcycle markets have sprung up in emerging countries favoured by improving living conditions of millions of people, growing mobility needs, and the appeal for our iconic brands owing to high quality innovation.

With a market deterioration in the range of 47% since 2008, the main growth alternative for the sector lies in extra EU markets, representing 95% of the worldwide volumes of Powered Two-Wheeler sales.

Brazil, China, India, Indonesia, Malaysia, the Philippines, Taiwan, Thailand, and Vietnam are among the most promising markets for ACEM manufacturers. However European businesses face all sorts of obstacles in foreign markets, as governments enforce rules that hinder fair

competition.

Against this backdrop the EU must strive to remove existing barriers and other regulatory obstacles, thereby creating the conditions for a level playing field.

The lack of harmonisation where standards and technical specifications are concerned generates trade-disruptive environments. The creation of globally harmonised markets would benefit motorcycle production, comprising a large variety of engine capacities, styles, and categories. A worldwide regulatory framework would increase the competitiveness of the European motorcycle sector, reducing costs, improving economies of scale, boosting export opportunities in markets across the globe, and help manufacturers roll-out new technologies more quickly. It would bring considerable efficiencies with more accessible products and go hand in hand with the removal of barriers based on national requirements.

At the 10th ACEM Conference manufacturers and EU Institutions will debate whether the way to recovery lies in creating favourable conditions for developing manufacturing and creating jobs in Europe or if the solution resides in exporting production facilities to third countries.

**Date: 29 January 2014**

**Venue: Residence Palace, Rue de la Loi 155, 1040 Brussels, Belgium**

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## **Caterham launch a motorcycle division**

The Caterham Group is delighted to announce the formation of its very first motorcycle division.

The Brutus 750 (dubbed the 'SUV of motorcycles'), Classic E-Bike (an all-electric bike with retro styling) and Carbon E-Bike (a premium bike with close ties to F1 through its use of composite materials) - will be launched throughout 2014 as part of the Group's strategy of growth through intelligent partnerships.



The Caterham brand has always been about delivering accessible fun to motorists. We've spent the last 40 years perfecting the lightweight sportscar driving experience with our iconic Seven.

Now we want to share our passion for performance and affordable thrills with the biking community.

Read more at: <http://caterhambikes.com/>