

Network – Political Unit

2010 04 04 (updated)

The biggest game in town is the London Ultra Low Emissions Zone (ULEZ). This has become the single most important negotiation in the history of motorcycles and environment policy. On March 21st, 2019, MAG met with the Transport for London officers in order to establish our settled position that we need an exemption of powered two wheelers from the emissions charged in London – and nationally. MAG's Political Unit, Colin Brown and Lembit Öpik, report back on a crucial time in this key campaign.

TfL, emissions charges and justice for riders.

In the run up to the introduction of the Ultra Low Emissions Zone (ULEZ) in London, MAG has been campaigning tirelessly to seek an exemption for all motorcycles of all ages. We've been entirely consistent with our arguments: motorcycles are very clean, and generate fewer emissions than other conventionally powered vehicles. They also reduce congestion and, reducing secondary emissions from traffic jams. We also pointed out that motorbikes are often the choice of the least wealthy commuters, who simply can't afford to change their vehicle, making this a tax on the poorest workers in London.

Once again, please make your views known to the Mayor at:

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

You can find out if you're affected by using the vehicle checker at:

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

Remember, you can get a 'Certificate of Conformity' to show your motorbike achieves the low emissions levels. Alternatively, you can pay to test your bike achieves these levels – but that can be expensive.

Do keep in your mind that the charge is £12.50 PER DAY if you enter the zone. MAG is willing to cause legal test cases if necessary. We also know there will be some very angry riders and other road users who will react tremendously badly if charged this pollution tax for emissions they're not creating. We'll keep you posted on developments at this critical time in the campaign.

MAG made its mark at Road Safety Conference

MAG's Political Unit turned out in force in the one-day road safety conference in Birmingham about young people and road accidents on two wheels. Road Safety GB organised this, and both Colin and Lembit contributed. Although not primarily a road safety body, MAG takes an interest in these matters because they matter to riders. We'll be continuing to work with this body in the months ahead.

Manchester Show goes great

Tony Cox and his team in the North West did a great job of running the MAG presence in the Manchester motorcycle event on the weekend of 23-24 March. Again, the stand was brilliantly organised and Lembit was honoured to be there again. 'This has turned into a truly national show, and is one of the highlights of the benefit of MAG attending these venues. The real heroes here are the volunteers who make the whole event a possibility for us. Tony and team, take a bow!'

Highways England – a heavy lifting ally

Lembit and Colin both went to the recent Highways England meeting in Manchester in mid-March to discuss the relationship between motorcycle policy and the strategic roads network. The meeting discussed, amongst other things:

1. The current arrangements regarding the 'CBT' and different training environments.
2. Plans to re-launch the 'Kill Spills' diesel campaign.
3. The role of the new 'L category' three and four wheelers in the transport mix.
4. E-bicycles and motorbikes and the overlap between these.
5. Bike safe and its effectiveness as very effective programme.

The team has won a safety, engineering and standards customer service award. We think they deserve it. 'This is one of the most productive committees MAG attends,' says Colin, 'and it's very good to be so closely associated with the organisation which runs our strategic roads network.' This makes road planning interesting and relevant for riders.

Clean Air Zone in the air – tell us!

If you hear anything about a clean air zone near you, please let us know. We have to get in early to make an impact on the policy preparation. The more time we have the more likely we are to get an exemption for powered two wheelers.

In the few short weeks since the last Network went out:

Newcastle :- the consultation has launched. We are still awaiting confirmation on the proposals for their Class D zone and whether motorcycles are to be charged. We are staggered that a consultation has been launched without basic details of what vehicles they intend to charge.

Manchester :- Despite incorrect information on their website we have received confirmation that there are no proposals to charge motorcycles in phase 2 of their CAZ. They have promised to correct the details on their website and we will be checking that this does indeed happen.

Birmingham :- Despite having exempted motorcycles the city council is being very coy about admitting this fact. They do not mention the motorcycle exemption in any of their press releases and their website directs people to the TfL checker to determine if their vehicle is compliant. As we all know the TfL checker will tell you that a pre Euro3 bike is liable for the ULEZ. This means that bikers are being actively miss-informed. We have contacted Birmingham City Council who are now "investigating" the issue.

MAG has formally responded to a wider Clean Air Plan consultation calling for modal shift to PTWs to be actively promoted as a solution

Cambridge :- We are working on a response to the wider clean air plan consultation for the Greater Cambridge Partnership which is likely to lead to a proposal for another class D CAZ in Cambridge.

Cardiff :- They have now announced that they will not introduce a charging CAZ at all

Scotland :- MAG have had further positive talks with Transport Scotland on 20th March. Everything is looking positive, though clearly there is a way to go yet and the Transport Bill is expected to be delayed by a certain issue beginning with BR and ending in EXIT

Lock it or Lose it

Please ensure you stock up with a supply of the MAG “Lock it or Lose it” leaflets. You can distribute them individually to bikers at shows and events, or even just at the local supermarket. We would like to see the leaflets on all MAG stands this year. As with all leaflets, they are meaningless until they are in the hands of the target audience.

Contact Central Office for a supply if you can get them out there.

******* STOP PRESS *******

Judicial Review of ULEZ

We have delayed release of this report to bring you the very latest information on progress on MAG’s legal challenge of the decision to charge motorcycles in the London Ultra Low Emissions Zone.

As reported MAG’s political unit, along with Roger Bibbings from VMCC and Assembly Member Keith Prince, had what can only be described as a tense meeting with TfL on 21st March. There were 6 agreed action points for TfL, and one for the VMCC from this meeting. Below are the action points in full and updates :

Action 1: Determine if a CoC for a single vehicle will be applied across all vehicles of same make, model and production year.

Action 2: Determine if a testing certificate for a single vehicle, from an authorised provider, will be applied across all vehicles of same make, model and production year.

Action 3: Provide to MAG with an up to date and ongoing list of vehicles for which a CoC and/or testing certificate (from an authorised provider) has been provided to TfL to enable people to make a judgement about their own vehicles.

Action 4: TfL to communicate with all testing centres and notify them of the test we are accepting.

Action 5: Clarify what the process will be for vehicles who enter the zone, are changed for non-compliance, however are subsequently tested and demonstrate compliance.

Action 6: Provide additional research to support the statement that some motorbikes can be highly polluting on an individual basis.

Action 7: Vintage Motorcycle Group to provide relevant manufacturing data to TfL.

On 28th March we received a formal email response which we publish in full below:

Thanks for meeting with us on Thursday, and again with Keith on Wednesday. We have now had time to review the actions in more detail, and provide an accurate response. Please note this email supersedes the previous correspondence on actions to yourself, Colin and Julie.

As you know, the key outcome of your meeting with the Mayor late last year, was to investigate whether a testing process could be established that would allow owners of vehicles that were registered prior to 2007, to determine their compliance with the ULEZ scheme in the absence of a Certificate of Conformity (CoC). We are really pleased we've been able to work with you to facilitate this and to date, have accredited one testing centre to undertake this testing.

We are in the process of contacting other MOT testing centres and will undertake inspections should any further centres express interest. We will update this information on our website on a regular basis to ensure vehicle owners know which centres provide the testing. I will notify you when the website information is updated.

With regard to how we will apply both CoC and testing certificates to vehicles, I can now confirm that both of these will only apply to the individual vehicle that is the subject of the CoC or testing certificate. This is consistent with our approach to all other vehicle types.

Given that there may be differences between the technical characteristics/specifications of vehicles of the same make, model and variant due to the fact that they may have been produced over a number of years, we cannot assume that all of these vehicles meet the same emissions standard, hence the requirement for individual testing.

The only exception to this approach is where we receive written confirmation, direct from an original equipment manufacturer, that a complete series of vehicles were built to meet a specific emissions standard. As mentioned during our discussion, where manufacturers can provide us with the level of detail required, we are of course interested in ensuring our database is updated to reflect ULEZ compliance as soon as possible.

Due to the onerous nature of the work involved, I can confirm that we will not be providing updates to you about the vehicle make, model and year of manufacture for which a CoC or testing certificate has been received. This is because we do not record in the database, the make, model or year of manufacture of a CoC or testing certificate, but the individual vehicle registration. This is because the registration is the determinant assigned to vehicle compliance. Compliance for a vehicle can only be verified by the provision of a CoC, testing certificate from an authorised testing centre or appropriate information from the manufacturer.

We do not intend to provide a refund to vehicle owners who enter the zone without first confirming their compliance with the scheme, and this is the case for all vehicles. As we have made clear in discussions, the onus to ensure compliance with the scheme rests with the vehicle owner or person driving it and in accrediting a test centre, and potentially others, I trust owners now have sufficient means for identifying compliance with the scheme.

As with all aspects of the scheme, we will keep these processes under review. Equally, I would encourage you to let me know if there is anything further we could be doing to communicate options to your membership.

As promised, the data our analysis team has been referring to can be accessed here <http://naei.beis.gov.uk/data/ef-transport>. It is based on COPERT 5 and I have attached the specific information to this email for your reference.

The Equality Impact Assessment prepared for the 2014 consultation to introduce the ULEZ in central London can be found: https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/supporting_documents/ULEZ%20IIA_EqIA_FINAL.pdf

This was updated following the consultation and can be found as Appendix K here: https://consultations.tfl.gov.uk/environment/ultra-low-emission-zone/user_uploads/ulez-consultation-2014-report-appendices.pdf

The update of the assessment to assess the additional impact of bringing forward the ULEZ start date can be located here: https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3a/user_uploads/ulez-proposed-changes_iiia-updated.pdf

Many thanks again for your time and for meeting with us.

Having received this stunningly intransigent response we concluded that the only option remaining to us was to push for a Judicial Review. This is naturally a very costly and involved legal process, but given the gravity of the situation following a vote by the National Committee it was agreed that we would invest a substantial figure to obtain formal legal advice.

Following the initial advice from our solicitor and barrister, a further vote was taken by the National Committee. Sadly due purely to the scale of financial risk it was decided that MAG would not be able to proceed any further with a formal legal case. This is in no way a reflection of our belief in the strength of our position, but is simply a pragmatic decision that the potential to bankrupt the organisation was not a risk that could be tolerated at this point in time.

This decision in no way means that the battle is over. There is still the question of the expansion of the ULEZ boundaries in October 2021 and we will be taking every possible action to reduce the revenue generated by TfL from innocent bikers in the initial Congestion Charging Zone boundary. We will continue to fight this socially regressive, and entirely unjustified tax on motorcyclists. We continue to consider our options on how we progress, but progress we will. Keep your eyes open for further press releases and details in the coming days and weeks.

One immediate take away from the decision not to pursue the Judicial Review is that MAG needs to increase membership and funding for its work. We can all play a role in this by speaking to fellow bikers and asking them to take out full membership. Affiliate members can also consider upgrading to full membership, and donations of any size can be made by all bikers. We have proven that MAG needs this funding to take on action at this level.

Being unable to match the financial resources of bodies such as TfL is the issue as common sense, justice and logic apparently mean nothing to them.

SMIDSY Gold Membership – free to MAG Members

Press Release

02/04/2019



Bike industry legal specialist SorryMate.com have launched a gold version of their popular SMIDSY card membership. As a MAG member you already have all the benefits of the SMIDSY card including legal protection, but now also have the benefits of the gold membership scheme absolutely free of charge.

SorryMate have forged partnerships with some of the industry's best known brands and retailers such as Hel Performance, Infinity Motorcycles and Austin Racing and gold membership entitles it's holders to a variety of discounts on motorcycle products.

The average biker spends hundreds every year on the upkeep and running of their motorcycle. With the rising cost of living, bikers are finding that their beloved machines are becoming increasingly expensive to run. SorryMate's new Gold SMIDSY Membership aims to reduce some of those expenses for bikers.

Matt Bell at Sorrymate said *"to be able to give something back to the biking community is what Sorrymate is all about. For 14 years we have supported the likes of Air Ambulance and Bike Tours for the Wounded, and helped thousands of bikers after accidents that were simply not their fault. So to be able to help our clients and the wider community the chance to save money on their new gear and accessories is a natural step to take. Nothing like this has ever been done before, and we're excited at the prospect of making motorcycling more affordable and accessible."*

Along with discounts, the card will enable bikers to access cheaper legal services from the companies dedicated legal team. This is in addition to their free legal advice service which they already offer.

Sorrymate who attend motorcycle events up and down the country, are the recommended legal firm for MAG, and for those that are members they will be able to join the scheme for free. To get your Free Gold Smidsy Membership either go to the website www.sorrymate.com or email direct to enquiry@sorrymate.com. Non-MAG member can join for a small annual fee of £5.

Sorrymate.com born bikers learnt to be Lawyers.

RIDE FREE...

JUST MAKE SURE YOU'RE WELL COVERED FIRST WITH MAG TRAVEL INSURANCE

As a member of the Motorcycle Action Group you may be ready for the sun to come out and let you enjoy riding the open roads. Better yet, you may be thinking about touring in the UK or taking a major road trip abroad. Whether you're planning to hit the Stelvio Pass in Italy or explore the steep and majestic Alps, Europe certainly has plenty to offer in terms of bike routes - even for the biggest thrill seekers. Whatever your choice of route, it's worth making sure you're well covered out there.

If you are planning a trip, the last thing you want is the hassle of worrying about is travel insurance but it suddenly becomes important when things go wrong. That is why the **MAG Travel Insurance** policy has been carefully selected for members. **It covers on-road motorcycling* up to the licence held by the rider (UNLIMITED CC) at no extra cost** - so you can relax and enjoy the journey.

Now in its fifth year of providing cover to MAG members and with **no price increases in that time - the premiums have been frozen for another year**. The flexibility of the cover means members can tailor their policies to suit their needs with convenient options of bronze, silver and gold cover. Cover can be set up online within minutes at www.magtravelinsurance.com

The highlights of the policy:

- **On-road motorcycling* covered at no extra cost – unlimited cc**
- **Choice and flexibility with three cover levels**
- Minimum of £5million cover for medical emergencies and repatriation
- Emergency 24-hour medical helpline supervised by Doctors
- Annual multi-trip cover available to age 79, Single trip cover available up to age 115
- Option to cover pre-existing medical conditions
- Worldwide cover offered, proving not travelling against the advice of the FCO
- 300+ sports and activities can be covered, some at standard terms
- Cover includes cancellation, medical emergencies, personal belongings, cash and travel documents and much more.

Taking out annual multi-trip cover means you can travel without the worry, or hassle, of getting cover every time you go, which means year-long protection at one reasonable price. Multi trip policies include cover for unlimited number of trips in a 12-month period, provided each trip is less than 31 days. Check out the cover levels in more detail below:

| ANNUAL EUROPE MULTI-TRIP COVER | MAG Bronze | MAG Silver | MAG Gold |
|--|-------------------|-------------------|--------------------|
| Motorcycle on-road riding* unlimited cc | included | included | included |
| Medical Emergency | £5,000,000 | £5,000,000 | £10,000,000 |
| Personal liability | £1,000,000 | £1,000,000 | £2,000,000 |
| Personal Accident | £5,000 | £20,000 | £25,000 |
| Hospital benefit per 24h | £20 | £20 | £20 |
| Cutting short your trip | £1,000 | £4,000 | £7,500 |
| Missed outbound departure | £300 | £500 | £1,000 |
| Delay | £100 | £200 | £300 |
| Cancellation | n/a | £4,000 | £7,500 |
| Personal possessions | n/a | £1,500 | £2,500 |
| Personal money | n/a | £300 | £500 |
| Scheduled Airline Failure | n/a | £500 | £1,000 |
| Excess (where applicable) | £0 | £60 | £50 |
| Annual Multi-Trip Premium | £28.94 | £36.18 | £41.58 |

***Subject to full UK License and wearing a crash helmet.** Annual Multi-Trip prices based on an individual with no medical conditions, aged 50 travelling to Europe.

So if you are thinking of going on holiday and want a **travel insurance specially selected for riders** visit **www.magtravelinsurance.com** or call **0333 006 9768**.

Calls are charged at a national rate (included in mobile tariffs).

UK-based call centre is open Mon to Fri 8am to 8pm, 9am to 5pm on Saturdays and 10am to 4pm on Sundays. Terms and conditions apply. Cover correct as at 5th March 2019.

MAG is an Introducer Appointed Representative of Union Insurance Services, a trading name of Union Benefit Holdings Ltd (UIB) who are authorised and regulated by the Financial Conduct Authority, register number 307575. UIB is an introducer for Travel Insurance Facilities plc (TIF). This policy is underwritten by Travel Insurance Facilities and Insured by Union Reiseversicherung AG, UK. Travel Insurance Facilities are authorised and regulated by the Financial Conduct Authority. Union Reiseversicherung AG are authorised by BaFin and subject to limited regulation by the Financial Conduct Authority.

MAG Central Office:

[MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP.](#)
[Tel: 01926 844064](tel:01926844064) [Fax: 01926 844065](tel:01926844065) [Email: central-office@mag-uk.org](mailto:central-office@mag-uk.org)

| | | |
|--|----------------|--|
| Executive Officer | Julie Sperling | exec@mag-uk.org |
| Membership Administrator | Carol Ferrari | mailto:membership@mag-uk.org |
| Director of Communications & Public Affairs | Lembit Öpik | public-affairs@mag-uk.org |
| Director of Campaigns & Political Engagement | Colin Brown | central-office@mag-uk.org |

NATIONAL OFFICERS

| | | |
|----------------------------------|------------------------|--|
| National Chairman | Selina Lavender | chair@mag-uk.org |
| National Vice-Chairman | Andy Carrott | vice-chair@mag-uk.org |
| National Finance Officer | <i>Position Vacant</i> | finance-officer@mag-uk.org |
| Network Co-Coordinator | Anne Gale | aine@mag-uk.org |
| President/ <i>TheROAD</i> Editor | Ian Mutch | theroad@mag-uk.org |
| National Reps Liaison Officer | Tracy Smith | nrlo@mag-uk.org |
| National Clubs Liaison Officer | <i>Position Vacant</i> | clubs-officer@mag-uk.org |
| Events (Shows and Stands) | <i>Position Vacant</i> | events@mag-uk.org |
| Director of TMAGL | Jane Carrott | central-office@mag-uk.org |
| Director of TMAGL | Andy Carrott | central-office@mag-uk.org |
| Director of TMAGL | Ian Churchlow | central-office@mag-uk.org |
| Director of TMAGL | Tony Cox | central-office@mag-uk.org |
| Director of TMAGL | Selina Lavender | central-office@mag-uk.org |
| Director of TMAGL | Steve Wykes | central-office@mag-uk.org |
| Director of TMAGL | <i>Position Vacant</i> | central-office@mag-uk.org |

Regional Reps

| | | |
|-----------------------------|------------------------|--|
| British Independent Islands | <i>Position Vacant</i> | british-independent-islands-region-rep@mag-uk.org |
| Cumbria | Michael Armstrong | cumbria-region-rep@mag-uk.org |
| East Anglia | <i>Position Vacant</i> | east-anglia-region-rep@mag-uk.org |
| Eastern | <i>Position Vacant</i> | mailto:eastern-region@mag-uk.org |
| East Midlands | <i>Position Vacant</i> | east-midlands-region-rep@mag-uk.org |
| Greater London | Tim Fawthrop | greater-london-region-rep@mag-uk.org |
| Herts & Essex | <i>Position Vacant</i> | herts-essex-region-rep@mag-uk.org |
| Lincolnshire | Alex Bridgwood | mailto:lincolnshire-region-rep@mag-uk.org |
| North East | Dave Wigham | north-east-region-rep@mag-uk.org |
| Northern Ireland | Martyn Boyd | northern-ireland-region-rep@mag-uk.org |
| North Wales | Bill Hughes | north-wales-region-rep@mag-uk.org |
| North West | Tony Cox | north-west-region-rep@mag-uk.org |
| Scotland | Steve Wykes | scotland-region-rep@mag-uk.org |
| South East | Steve Mallett | south-east-region-rep@mag-uk.org |
| Southern | Tim Peregrine | southern-region-rep@mag-uk.org |
| South Wales | Phil McFadden | south-wales-region-rep@mag-uk.org |
| South West | Tracy Smith | south-west-region-rep@mag-uk.org |
| Thames Valley | Peter Seymour | thames-valley-region-rep@mag-uk.org |
| Western | George Legg | western-region-rep@mag-uk.org |
| West Midlands | Graham Wells | west-midlands-region-rep@mag-uk.org |
| Yorkshire | Richard 'Manny' Manton | yorkshire-region-rep@mag-uk.org |

OTHER CONTACTS

| | | |
|---|---------------|--|
| MAP Ltd: Yorkshire region event organiser | Pete Walker | maphq@maphq.karoo.co.uk |
| Official MAG merchandise | Carol Ferrari | central-office@mag-uk.org |
| The MAG Foundation – Trustee contact | Rory Wilson | info@mag-foundation.org |