



APRIL 2021

NETWORK

A networking tool for Activists and other interested parties

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[ACKNOWLEDGMENTS: George Legg, Lembit Opik, Colin Brown, Julie Sperling, FEMA, Selina Lavender, MCIA, plus anyone else I’ve forgotten]

EDITORIAL

At the time of writing this there is a Bill before Parliament which is, according to the Government website, at the Committee Stage having had its 1st and 2nd reading.

I’m talking about the Police and Crime Bill, a possible draconian piece of legislation of 300 pages long! I’ve not read it all (as I have a life!!) but I have read bits of it and

am extremely concerned over some of the phraseology which is open to interpretation and which I believe has the potential to severely curtail our Rights to peaceful protest, having gatherings similar to Bike Nights etc., etc. infringing upon the basic human rights we, in GB, have been privileged enough to enjoy compared to very many other countries.

Phrases like “.....causing serious annoyance or inconvenience”!!! What really does that mean?

Sadly, if this Bill goes through I believe scenes like this demo, in Paris,



(where riders demonstrated and won their case for more experiments on/time to assess the benefits of filtering where the Government wanted to ban it)

and which MAG has a history of organising resulting in success where MPs have ultimately been won over by rider's points of view will be a

thing of the past. Bike nights etc., could also become a thing of the past. It depends on the view of any officers attending!

I'm hoping, by the time you read this, the Bill will not have had its third reading and urge you, if this Bill makes you feel uncomfortable, to email your MP to ask him/her not to vote in favour.

The only other thing I'm going to mention is whereas I normally bleat on about the danger of smart motorways I'm now hopeful common sense will prevail because, as you will read further on, MPs are to scrutinise the future of smart motorways. We'll see. Meanwhile, you may wish to email your MP on this issue regarding any concerns.

That's me done. Be safe, Ride free when you can, AineG.

Please send copy for the May edition of Network to meat aine@mag-uk.org by the 25th April with the subject heading of Network.

Lembit and Colin Political Report

Autonomous vehicles, high level meetings an increasing reaction against road space restrictions and the riding world's most comprehensive Election Handbook ever all feature in this month's Network from the motorcyclists' most active and influential Political Unit, Lembit Öpik and Colin Brown.

MAG and Transport for London relations lead to practical action

Continuing the rapidly improving relationship with Transport for London, Cathy Phillpotts from Greater London Motorcycle Action Group led the MAG delegation in a large meeting with TfL experts. She was supported by Lembit Öpik and Colin Brown. The meeting, originally secured by pro-biking London politician Keith Prince AM, was held on Friday March 19th, via digital platform due to Covid-19 restrictions. The core theme for this particular meeting was rider safety and the impact of traffic management schemes on bikers.

The meeting, attended by over 20 people, was action orientated and 'high fibre.' TfL explained their Vision Zero dashboard, enabling effective use of road safety data. It was accepted there's a serious safety issue in London, with bikers experiencing the largest injury rates as a user group. The group explored issues at four specific locations: Hyde Park Corner; the junction between Liverpool Road and Holloway Road; Farringdon Road; and Old Street - a particular danger spot for riders.

Cathy's encyclopaedic knowledge of London's roads, on account of her extensive experience as a courier and general rider, was priceless. Her input is clearly going to be used to improve things for bikers. MAG will also help with consideration of plans for trials of e-scooters in London, using insights that can assist TfL as part of a more holistic approach to 'powered two wheelers.'

As far as the 'mood music' is concerned, the shared goal is to get the safety right. 'It's much easier to do business this way, since nobody is trying to win,' says Lembit. 'A team approach is clearly more agreeable, and less stressful, than a confrontational one. Whoever wins the Mayoral election in London, we're pleased these meetings will continue. Credit to Cathy for leading our delegation. Greater London MAG has taken its rightful place as a real driver of policy at the highest level in transport planning as it pertains to bikers in London.'

The next meeting will be in June 2021, with smaller meetings on specific subject areas being held between now and then.

If you are a London member with a specific interest in road safety issues and want to get involved, please do contact the Greater London MAG group via greater-london-region-rep@mag-uk.org. We have a great chance to make a real difference for riders in the capital.

'Most comprehensive Election Handbook ever' published

It's official. Elections for local Councillors, Police and Crime Commissioners, Mayors and representatives in Wales, Scotland and Northern Ireland will happen on May 6th 2021. That's why we've updated the Election Handbook to be the most comprehensive guide to influencing candidates we've ever produced.

The Handbook includes everything you need to know to get promises of support from candidates. It's been a team effort, and huge thanks to MAG Chair Selina Lavender plus our Cumbria Regional Representative, Michael Armstrong for helping the Political Unit put this together.

Please use the elections to get commitments from local candidates and parties. You'll find this is the best time to do that – as they're very focussed on the power you have as a voter. That tends to focus their minds towards listening more, and giving more back to those who ask.

Here's the link to the Handbook:

https://wiki.mag-uk.org/images/7/76/MAG_Election_Handbook_Version_202103A.pdf

Any questions? Call us on 01926 844 064 or email us at: Central-office@mag-uk.org

Or contact Lembit directly with specific queries at: lembit@mag-uk.org.

Legally autonomous?

Lembit has been focussing on the issue of autonomous vehicles, which have been rising up the political agenda at some speed. In short, there's a lot of legal wrangling going on about what autonomous vehicles actually are, how they can be used in terms of the convenience and safety considerations presented as benefits for them, and who's liable in the case of an accident.

The central legal question is the one about liability. In the event of an accident, is it the occupant, the car owner or some other entity who has to take responsibility? It's not simple.

Bikers should be interested in all this because there's a possibility that road space will be segregated, so autonomous vehicles have their own space. That would further encroach on road access for those of us who actually enjoy controlling our motorcycles without the aid of a robot driver.

Please let Lembit know if you hear of local autonomous trials in your locality. We're keen to take an informed view and see how this develops. We're all in favour of progress, as long as it doesn't mean going backwards in terms of riders' rights. You'll find a full report on the legal side in Edition 94 of The Road.

Coping with Covid

You may be aware that the Farmyard gathering is not going to happen in 2021, but it will be back next year. However, the Political Unit is open for business all year round, and whatever the Government's policies mean for travel and meetings, we're here for you anytime you need us. Of course, when it's all back to as normal as we can get, we're looking forward to meeting people for real, not just on Zoom or Teams!

Ride to work day: it's all about having fun!

21st June 2021 is not just the date that lockdown restrictions are expected to end, it is also the date for Ride To Work Day. For some it may seem ironic to use the word fun and work in the same sentence, but this year's campaign will be focusing unashamedly on the fact that riding to work on a motorcycle is far more fun than driving a car, or sitting on public transport.

Following a gloomy year of restrictions and limits, we will use the 30th anniversary of the International Ride To Work Day campaign to help the nation recover its mojo. We know how to celebrate here at MAG.

Colin is looking for volunteers to help with a video for the campaign. He wants short video clips of riders standing with their motorcycles outside their place of work saying why they ride to work. Please don't all send videos, but if you are not camera shy and would like to be involved, please drop Colin and Email (cbrown@mag-uk.org) and he will get back to you with full instructions on what he wants.

Ending the sale of petrol and diesel vehicles – Government has published its response

The Government has finally issued its response to the proposed ban on petrol and diesel engines in 2030. Motorcycles are not to be specifically mentioned, but it's worth noting this report is a statement of intent, and not a specific piece of legislation in its current form. It's best to read the report for yourself at this link:

<https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans/outcome/ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans-government-response>

National Motorcyclists Council launches

The 5th March saw the formal launch of the National Motorcyclists Council. MAG is one of the five founding members of the NMC, along with the ACU, TRF, IAM RoadSmart and the BMF.

The launch was an online event which drew a great deal of interest, and has led to some promising exploratory meetings with DVSA and DfT already. MAG's involvement in the NMC is central and we expect the formation of the Council to consolidate and strengthen the work and achievements that we have made in recent years.

In the world of lobbying it is often impossible to claim that a single meeting or act resulted in progress. We are not concerned about credit. What we care about is ensuring that wherever progress is made it is exploited for the benefit of all riders.

The politics of safety

Colin's video presentation and appearance on the RSGB Powered Two Wheeler Conference Question Time session are accessible here:

Presentation: <https://youtu.be/h-27jTmFS5g>

Question Time session: <https://youtu.be/Lr-bMXcZG7E>

As we keep saying, MAG is not a road safety organisation, but it is important that we position ourselves as a credible voice in the road safety environment. We need to ensure that the legitimate concerns of riders are voiced whenever road safety decisions are made. To enable that to happen we need to be a part of the road safety conversation.

Census Questions

It did not come as a big surprise to see messages coming in to Central about the 2021 census. One of the questions covered the subject of travel to work. The motorcycle was an option here so full marks, but question H14 asked "In total, how many cars or vans are owned, or available for use, by members of this household?" Why was there not a question asking how many motorcycles?

The lack of interest the government and policy makers have in our chosen transport mode is in clear sight. We will be making a concerted effort over the coming years to ensure that the motorcycle is at the top of the agenda for policy makers and researchers. One key measure of success will be if question H14 asks about motorcycle availability for each household in the next census.

Colin will be looking into ways to turn around the data SMIDSY effect in all surveys and analysis, a campaign that will start with vigilance and reporting to raise awareness of the issue.

MAG PRESS RELEASES

MAG calls on motorcyclists to get 'stuck in' to election debates.

17/3/2021

The Motorcycle Action Group (MAG) has called on its members and all motorcyclists to get stuck in to election debates. An updated MAG Elections Handbook has been published with handy tips to help riders influence the outcomes of the May elections.

May 6th, 2021 will be a busy day for democracy across the UK. With the elections originally scheduled for 2020 having been postponed to 6th May this year, there is no shortage of opportunity for riders to exercise their right to vote.

MAG Chair, Selina Lavender, said:

"I have a growing sense that motorcycling in the UK is at a crossroads. Recent events and future goals and ambitions for the UK have demonstrated that we are at the centre of some fundamental shifts. Policy decisions made now will be key to creating a better future. This is why it is vital that we as motorcyclists make our voice heard. Motorcycling has a bright future and a critical role to play - now and in that brighter tomorrow we all seek."

The May elections will see hundreds of English local councillors, 13 directly elected mayors in England, and 39 Police & Crime Commissioners in England and Wales chosen by the public. There are also elections in the Parliaments and Assemblies of Scotland, Wales and London, along with the London mayoral election.

Selina Lavender, MAG's Cumbria Rep, Michael Armstrong, and Director of Communications & Public Affairs, former MP Lembit Öpik, have updated the MAG Election Handbook. The Handbook is packed full of advice and tips to enable individuals and groups to get involved in the election process.

Lembit said:

"Michael has a wealth of experience in engaging with politicians at all levels, and that, plus my background as a former Member of Parliament, means that the Handbook is based on real insight into what works. Riders should know that they can influence the debate in a positive way. Now is the time to build relationships with the candidates that will carry forward with the successful ones into the corridors of power. Motorcyclists have a right to be heard, and we will not let this opportunity pass us by."

The MAG 2021 Election Handbook can be found at https://wiki.mag-uk.org/images/7/76/MAG_Election_Handbook_Version_202103A.pdf.

As well as using the Handbook, members can contact MAG's Central Office for support and help with anything from wording questions for candidates, to arranging a full election hustings.

Manchester doubles amount of motorcycle parking... and it's FREE.

17/3/2021

The Motorcycle Action Group (MAG) has welcomed news that the number of dedicated parking places for motorcycles in Manchester car parks has more than doubled – and they are all free!

A review of motorcycle parking within the city showed that demand for parking exceeded the supply and that, as a result, a considerable number of motorcyclists were parking unofficially, and sometimes illegally.

The Manchester City Council Highways Team has reacted by providing more spaces for motorcyclists. They consulted various motorcycle community groups and organisations including MAG. We said that having spaces in car parks and on the ground or first floors, making sure they were well-lit and having CCTV coverage was important, along with anchor points or rails for chaining bikes to. All of these suggestions have been adopted. There are now 127 dedicated motorcycle spaces; a mixture of on-street (63 spaces) and covered car parks (64 spaces), and full details are available on the council's website at: https://secure.manchester.gov.uk/info/500346/city_centre_parking/332/motorcycles

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

"It is great to see this increase in parking provision for motorcyclists in Manchester and I would like to thank the MCC Highways Team for listening to our comments on the security aspects of the provision. The bays provided are free to all riders, which is a great way to encourage motorcycle use. This will, in turn, reduce congestion and emissions in Manchester City Centre."

Motorcyclists are urged to use the newly available spaces and to avoid parking illegally as enforcement will follow. A grace period informing motorcyclists of the new provisions will run from 12/03/21 to 06/05/21, when motorcyclists who are parked illegally will receive an information leaflet advising them of the new parking provisions across the city centre. During the grace period motorcyclists will not receive a parking ticket. However, after the grace period ends, MCC will enforce penalties (£70 penalty, discounted to £35 if paid within 14 days of issue) for motorcyclists parking in the wrong place. This includes designated cycle parking spaces and racks. Motorcyclists can park in normal pay and display bays anywhere across the city, provided that they purchase a pay and display ticket. It is advisable to write 'M' for motorbike and the registration number of the bike on the ticket before attaching this to the motorbike, to discourage theft.

A motorcycle parking policy will be produced in order to finalise and formalise the changes.

MAG Chair, Selina Lavender, said:

"Any MAG members looking for support due to of a lack of motorcycle parking spaces in their area can contact central office for assistance."

<https://www.adventurebikerider.com/how-lawrence-of-arabia-shaped-the-world-of-motorcycle-safety/>

MAG and TfL consolidate partnership on London rider safety

30 March 2021

Transport for London (TfL) and Greater London MAG met again to formulate a joint initiative to deliver TfL's road safety objectives in regard to motorcyclists. The theme was rider safety and the impact of traffic management schemes on bikers.

In a further sign of the development of an evolving partnership, Cathy Phillpotts, from Greater London MAG, led a delegation including Lembit Öpik and Colin Brown at a roundtable meeting with TfL experts to explore how rider's safety can be improved in the Capital. This event forms part of a regular, quarterly arrangement that seeks to secure joint effort on the comparatively high accident rates in the capital, which both sides believe can be reduced by intelligent and collective attention to the factors influencing the accident statistics.

Bikers experience high injury rates as a user group in the city. Locations of particular concern include Hyde Park Corner; the junction between Liverpool Road and Holloway Road; Farringdon Road; and Old Street – this last one being a particular danger spot for riders.

Cathy, who has professional experience as both a courier and general rider, believes the meeting led to tangible progress. She said "I'm glad TfL are listening to our concerns and committing to work with us to find solutions. Their knowledge of road policy, as well as their understanding of the geographical accident situation across London, especially regarding accident hot spots, combines well with our knowledge of practical riding on those streets. This is a big step forward in relations between London MAG and TfL."

Keith Prince AM, who has been instrumental in the evolution of this relationship, is pleased with the progress made. "We all agree that the safety situation for leisure, commuter and delivery riders in London is a cause for major concern. I think the relationship between TfL and MAG is a case study in how the motorcycle sector can meaningfully work with officers to find solutions that make sense. Many of the locations require exhaustive assessment of many variables, such as traffic lane arrangements, light phasing and lines of sight. It's not easy but it can be done, and I think that working with experienced riders means TfL have a very good chance of making the streets safer for the motorcycling community as well as for third parties. MAG brings mature comment and ideas to this agenda."

MAG is also working with TfL to assist with the planned e-scooter pilots in the capital, given their obvious status as powered two wheelers (PTWs). The next meeting will be in June 2021, with subject-specific meetings covering various topics being held between now and then.

CALL FOR INTERESTED PARTIES

MAG



Wants
YOU!

MAG and MAG Media are looking for new volunteer Directors. MAG has two vacancies, one being a specific role of Finance Director, for which you'll need relevant experience.

MAG Media has up to three vacancies (non-elected), where experience in publishing, marketing or design is desirable.

If you have a few hours a month to spare and have appropriate skills for the roles, please email exec@mag-uk.org or write to Julie Sperling, MAG, Unit C13 Holly Farm Business Park, Honiley CV8 1NP to express your interest, detailing relevant experience and including a professional CV where relevant.

Closing date: 31st May. Suitable applicants will be invited to meet the Board on 11th/12th June.

*** NB: These are VOLUNTEER roles ***

MAG Monthly Prize Draw Winners

March – to be drawn 01.04.21

February – Alex of Cambridge

January – Ian of Aberdeen

Christmas Prize Draw Winner

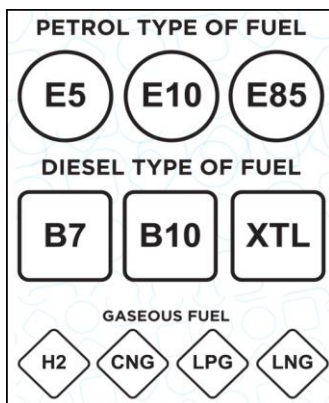
Tony of Exmouth

Our thanks to Cumbria MAG, Bikesure, MAG Foundation, RideTo and Ian Mutch.

FEMA

Fuel labelling: information to help you choose the right fuel

FEMA News: March 1, 2021



Fuel identifiers have been placed on new vehicles and fuel pumps since 2018; this year labels will also be placed on charging stations and on all newly-produced electric vehicles.

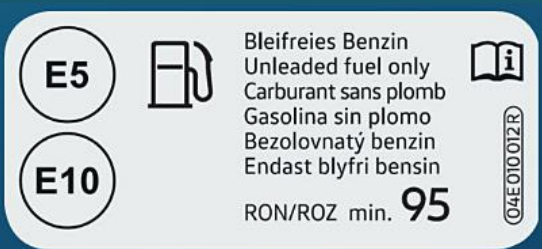
A European directive* requires European Union member states and European Economic Area states to improve the information given to consumers who are faced with a choice of fuels for their vehicle. To that end, a CEN standard** has drawn up common symbols, or 'fuel identifiers', that will be placed on new vehicles and fuel pumps. These identifiers have to be in place since October 2018.

When customers arrive at a filling station and open the fuel-filler cap on their vehicle, a common fuel identifier will be visible on

both the vehicle and the pump, providing guidance on the fuel that is compatible for use with their vehicle.

A set of labels for electric vehicles and charging stations will start to be used throughout Europe as of 20 March 2021, in line with the requirements of the EU Directive*. As well as appearing on charging stations, the labels will be placed on all newly-produced electric mopeds, motorcycles, tricycles and quadricycles cars, as well as on vans, trucks, buses, coaches, in a clear and visible manner. The aim is to help consumers identify the right recharging option for their battery electric and plug-in hybrid-electric vehicles by harmonising labelling across the entire EU.

In order to assist consumers to understand these new labels, a coalition of vehicle manufacturers, fuel refiners and fuel suppliers have published informative brochures. These brochures, in Q&A format, explain the purpose of the identifiers and fuel labels, their design and in which vehicles they will appear. You can find information of fuel labelling (in your own language) at www.fuel-identifiers.eu



The image shows a fuel label for E5 and E10 unleaded fuel. It features a fuel pump icon, a book icon, and a vertical code '04E01012R'. The text on the label includes: 'Bleifreies Benzin', 'Unleaded fuel only', 'Carburant sans plomb', 'Gasolina sin plomo', 'Bezolovnatý benzin', 'Endast blyfri bensin', and 'RON/ROZ min. 95'. Below the label, the text 'Motorcycles & E10 fuel' is displayed.

Motorcycles & E10 fuel

The European Fuel Quality Directive*** introduced a new market petrol across the European Union from January 2011 that may contain up to 10% (by volume) ethanol (E10). On the [ACEM website](http://www.acem.eu) you can find a list of motorcycle brands and types and their compatibility with E10 fuel. When in doubt check your user manual or contact your dealer. Ethanol blends above 10% can damage the painting of the fuel tank, damage the rubber fuel lines, cause corrosion of fuel lines and cause poor drivability.

* [EU Directive 2014/94/EU on the deployment of alternative fuels infrastructure](#)

** [EN16942, Fuels – Identification of vehicle compatibility – Graphical expression for consumer information.](#)

*** [Directive 2009/30/EC](#)

Source: [ACEM](http://www.acem.eu)

Success: French motorcyclists' protest leads to more filtering experiments

FEMA News: March 2, 2021



After more than 20,00 French motorcyclists hit the streets to demand the legalization of filtering between lanes of slow moving or stopped traffic, the government was ready to listen to the bikers.

On 20 February 2021, following [the end of a filtering experiment](#), the French motorcyclists' organization [FFMC](#) put 20,000 motorcyclists in the street. FFMC has been asking for the legalization of this very widespread and above all very proven practice since 2011.



Marie Gautier-Melleray, Interministerial Delegate for Road Safety.

On 25 February, at the initiative of the Road Safety Delegation (DSR), the FFMC (a member of FEMA), met the Interministerial Road Safety Delegate on this subject. At the start of this meeting Mrs. Marie Gautier-Melleray assured the FFMC that a ban on this practice in the future was absolutely not envisaged; but where legalization is obvious in the eyes of bikers in France, it is not the same for the state. For the state to validate this practice and for the Highway Code to be modified, more experiments are necessary. Since the last

experiment did not give convincing results, it is necessary to conduct a second one.

FFMC now wants to move forward as quickly as possible on this subject; it is necessary to define the contours of this new experiment, so that the results are irrefutable this time.

A working group will be set up by the DSR in which the FFMC will participate concerning driving license training and post-license training so that filtering is taught to as many people as possible. The emphasis will also be on targeted and detailed communication and the new experiment will be carried out in a larger number of cities.



Across France on Saturday 20 February, bikers demonstrated with the French national motorcyclists' organization FFMC (Fédération Française des Motards en Colère), to demand the legalization of motorcyclists filtering between lanes of slow moving or stopped traffic. An official experiment ended on 31 January (Photograph: Pierre Orluc/MotoMag).

At the end of the meeting Mrs. Marie Gautier-Melleray said that she was keen to respond as quickly as possible to the

expectations of the many citizens who mobilized on 20 February. While waiting for the signing of the decree which will give it the starting signal, filtering remains 'prohibited' and potentially riders could get fined.

FFMC therefore asks the bikers who practice it daily to adhere to the rules of common sense defined during the implementation of the previous experiment, to be extremely vigilant, and to immediately notify them if any tickets are given.

Source: [FFMC](#)

Top photograph courtesy of [MotoMag](#). This article is subject to [FEMA's copyright](#).

Greek car drivers can start riding light motorcycles

FEMA news: March 22, 2021



The Greek parliament has voted in favour of a new law on sustainable urban mobility, which includes making it easier for car drivers to start riding light motorcycles.

The new law will allow:

- Riding a moped (category AM) by drivers who have held a car driving licence (B) for at least six years and are at least 27 years old.
- Riding a light motorcycle: (category A1), only in Greece, by drivers who have held a car driving licence (B) for at least six years, are at least 27 years old and have completed five hours of relevant training.

Thomas Kakadiaris from the Greek motorcyclists' organization [MOTOE](#) (a member of FEMA) says: "Greece is now one of the fifteen European countries which permit, under additional conditions, car drivers to ride mopeds or light motorcycles. The new law seems to satisfy the motorcycle industry in our country and, to be accurate, the importers, who issued a welcome announcement."

'The key to road safety is personal training, combined with the state's care for a safe road network'

Thomas Kakadiaris from MOTOE (photo by Wim Taal)



Thomas continues: "MOTOE is satisfied because reality is being recognized. We always had the belief that 50 cc mopeds and 125 cc motorcycles are used daily as they are an affordable and effective solution to urban mobility problems. The driver who leaves his car and chooses to ride a moped or a 125 cc motorcycle helps relieve the traffic pressure and emits less emissions. The key to road safety is personal training, combined with the state's care for a safe road network."

"The Greek Ministry of Transport has chosen the best possible solution", according to Thomas. "It is a solomonic solution for car drivers who want to ride a light motorcycle with a B type driving licence. The age of the prospective users, the experience deriving from the driving a car and the additional training along with the responsibility that we have to show every day, are enough for us all to win."

When FEMA published [a poll](#), asking European motorcyclists if they thought car licence holders should be allowed to ride an A1 motorcycle, a large majority of motorcyclists said car drivers should have easier access to light motorcycles.

In response to our poll, motorcyclists said car licence holders should be allowed to ride an A1 motorcycle, as long as they take some motorcycle lessons to master riding a two-wheeled vehicle. In some European countries, car licence holders (B licence) are already allowed to ride an A1 motorcycle, a motorcycle of 125cc, but there is no coherent European policy on this matter.

Written by [Wim Taal](#)

Top photograph courtesy of Honda. This article is subject to [FEMA's copyright](#).

Spanish Motorcyclists Do Not Want A Mandatory Airbag

March 16, 2021



According to a survey conducted by the Spanish motorcyclists' organization Asociación Mutua Motera (AMM), 65.5% of the motorcyclists surveyed do not agree with the mandatory use of airbags.

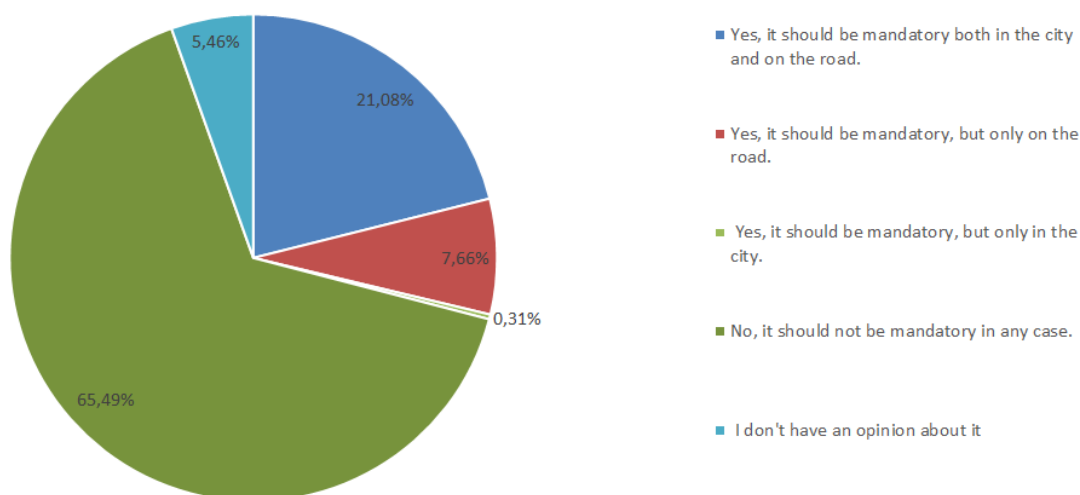


The Spanish Directorate-General for Traffic, within measures to reduce the accident and severity of its consequences on the motorcyclist collective, is considering the mandatory use of airbag vests or jackets. While it would be a measure that would not take effect immediately – it could take several years before it was mandatory and it would probably only be mandatory for intercity driving – AMM decided to conduct an opinion poll, in order to have a clear idea of the feeling of the Spanish motorcyclists' community.

2,547 Motorcyclists have participated in the survey, and a clear majority (65.49%) said no, the use of an airbag vest or jacket should not be mandatory in any case. Of the respondents 29.05% said yes, it should be mandatory and 5.46% had no opinion.

Surprisingly, among the respondents that said 'yes', a majority (21.08%) supports compulsory use at all times, both in the city and on the road, compared to those defending the use of airbag vests or jackets on the road only (7.66%).

Do you agree that the use of an airbag vest or jacket should be mandatory while riding motorcycles?



To find out the reasons for this result, [AMM](#) – a member of FEMA – reviewed the comments left on different social media channels. Most motorcyclists that agree with the recommendation to wear an airbag vest or jacket do so because of the safety they could provide. However, this majority does not agree that the use should be mandatory. Reasons for this are the high price of airbag vests and jackets and the lack of reduced VAT (Value Added Tax, a consumption tax) for safety garments.

Many riders consider that before imposing more obligations, the Spanish government should fulfill its obligation to have the infrastructure in optimal security condition. Riders also want the government to fulfill old promises such as legalizing intercoms for motorcyclists.



Juan Manuel Reyes, president of AMM (photograph courtesy of www.lavozdegalicia.es)

Juan Manuel Reyes, president of Asociación Mutua Motera, said: “The problem we have is that, when a European country legislates something in relation to motorcyclists, others follow. This is what happened with gloves in France. When they became mandatory in our neighbouring country, the Spanish government wanted to imitate the measure immediately. That is why I believe that any measure is approved in a European country, must be monitored by all European motorcyclists, because sooner or later, it is possible that it will be extended to others.”

AMM has a meeting scheduled with the Spanish Directorate-General for Traffic later this month, to further discuss the matter. Also on the agenda: the Directorate-General’s wish to make wearing motorcycle gloves mandatory.

Both AMM and FEMA encourage the voluntary use of personal protective equipment and clothing appropriate to the environment in which they are employed, but both organizations oppose the mandatory use of such equipment and clothing. If personal protective equipment is mandatory, like gloves in France, it should be officially tested and certified according to European regulations.

This article is subject to [FEMA's copyright](#)



Win a MAG Prize Package in MAG's Monthly draw for 2021

Prize package contains years MAG membership at renewal sponsored by Bikesure. Other prizes may also be included and are subject to change for example Oxford Lock provided by MAG Foundation or Ian Mutch's book - Low Rider or £10 RIDeto voucher

To be in with a chance to win this
MAG nificent prize all you need
to do is be a full MAG member when the draw
takes place on first working day after the end of
the month at 12pm

Our thanks go to Bikesure, MAG Foundation, Ian Mutch
and RIDeto for generously donating towards these
monthly prizes.

For full terms and conditions see website www.mag-uk.org



MAG Notice Board

Next ROAD
deadline
10th May



**Monthly Member
Draw**

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Return to Motorcycle Training and Testing



MCIA: 19 March 2021

The DVSA has today announced that motorcycle lessons and CBT training will resume in Wales on March 29th ahead of Motorcycle testing, which will resume on 12th April. Theory testing is also set to resume in Wales on 12th April.

The dates are the same as the indicative restart dates for England and will go ahead if the public health position remains favourable in Wales, with the date for testing allowing candidates time for tuition ahead of their test.

It was originally anticipated that CBT training would resume at the same time as car training on 12th April, however, with the strong lobby by MCIA, we are pleased that Ministers have listened and acted accordingly.

DVSA advise that they will continue to work closely with the Scottish Government to agree restart dates and as soon as detail is available, we will inform members.

MPs to scrutinise future of smart motorways

10.22 | 26 February 2021 | [Roads](#) | [3 comments](#)



Image: DfT, via Flickr

The Transport Committee has launched a new inquiry into the safety of smart motorways.

Smart motorways, which use variable speed limits and hard shoulder running to manage traffic and tackle stop-start congestion, have existed in England since 2002.

The most common type in the UK, all-lane-running (ALR), was introduced in 2014 and involves opening the hard shoulder permanently to drivers.

The schemes have been shrouded in controversy, with critics labelling them as 'death traps'. Only last month, the police and crime commissioner for South Yorkshire wrote an open letter to the transport secretary Grant Shapps and Highways England, [calling for smart motorways to be abandoned "before more lives are lost"](#).

This was after an inquest heard the deaths of two men on a converted stretch of the M1 could have been avoided.

In 2019, 14 people reportedly died on smart motorways – compared to 11 deaths in 2018 and five the year before.

The transport secretary himself has concerns over the safety of the schemes.

Speaking to the Transport Committee earlier this month, Mr Shapps said he did not want to carry on with the system of smart motorways which he had inherited on coming into office.

[The Transport Committee inquiry](#) will investigate the benefits and safety of smart motorways, as well as their impact on reducing congestion.

In particular, the committee is looking for evidence on:

- The benefits of smart motorways, for instance to reduce congestion on busy sections of motorway, and how necessary they are
- The safety of smart motorways, the adequacy of safety measures in place and how safety could be improved
- Whether ALR is the most suitable type of smart motorway to roll out or if there are better alternatives
- Public confidence in using smart motorways and how this could be improved
- The impact of smart motorways on the usage and safety of other roads in the strategic road network
- The effectiveness of Highways England's delivery of the smart motorways programme, the impact of construction works, and the costs of implementation

The Transport Committee is inviting written evidence until Friday 9 April.

Huw Merriman MP, chair of the transport committee, said: "The DfT says smart motorways help us cope with a 23% rise in traffic since 2000, helping congestion.

“The department’s own Stocktake report points to lower fatal casualty rates for smart motorways without a permanent hard shoulder than on motorways with a hard shoulder. The serious casualty rate is slightly higher.

“This message isn’t reaching the public, whose confidence in smart motorways has been dented by increasing fatalities on these roads. Road safety charities are also expressing concerns.

“Will enhanced safety measures help? Will the public accept them following an awareness campaign? Or should there be a rethink of government policy?

“There are genuine worries about this element of the motorway network and we want to investigate how we got to this point.”

You can see various comments on this if you visit:-

<https://roadsafetygb.org.uk/news/mps-to-scrutinise-future-of-smart-motorways/>

Also of interest on this subject is:- AC: Half of smart motorway safety cameras can’t enforce ‘red X’ closed-lane signs

<https://www.rac.co.uk/drive/news/motoring-news/half-of-smart-motorway-safety-cameras/>

NMC launched to “assure a positive and sustainable future for motorcycling”

A coalition of organisations have joined forces to provide all motorcycle riders in the UK with a “decisive and clear voice” on key issues such as government policy and safety.

The National Motorcyclists Council (NMC) was launched on Friday 5 March with a mission to “help assure a positive and sustainable future for motorcycling”.

The NMC brings together a broad spectrum of motorcycle organisations. These range from riders campaign groups, to motorcycle sport representatives, off road and green roads interests and road safety experts.

The newly-formed NMC is calling on the Government to create a new motorcycling strategy – covering transport policy, safety, accessibility for motorcyclists, motorcycle sport and the future of motorcycling for both transport and recreation.

In a press release issued to mark the launch, the NMC said: “The NMC has been founded at an important moment.

“As the UK heads out of the Covid-19 crisis, it is more important than ever that motorcycling is included within the Government green transport agenda in a positive way, both nationally and locally.

“This is essential, given that transport policy is undergoing rapid change. The positives of motorcycling for commuter and practical transport, leisure, tourism and the economy could continue to be overlooked unless motorcycling presents a clear and unified voice on the key issues in these policy areas.”

The NMC’s founding members are the Auto Cycle Union, the British Motorcyclists Federation (BMF), IAM RoadSmart, the Motorcycle Action Group and the Trail Riders Fellowship.

Jim Freeman, BMF chairman, said: “The BMF has supported this initiative since its inception. We believe that it meets a long-standing criticism of the diverse lobbying interests in the world of motorcycling.

“We need to be seen as a powerful transport interest, offering solutions to those who live in the cities and the countryside. Having a single voice at a national level, promoting an agreed strategy, will make us, collectively, hard to ignore at a parliamentary and ministerial level.

“We represent many thousands of members, from road riders to sporting interests, to commuters and those who ride off the tarmac.”

WEBSITES YOU MAY WISH TO VISIT:-

MOT inspection manual: motorcycles (Updated: 22 March 2021)
<https://www.gov.uk/guidance/mot-inspection-manual-for-motorcycles>

ETSC: Parliament wants all motorcycles to be subject to regular technical checks
<https://etsc.eu/parliament-wants-all-motorcycles-to-be-subject-to-regular-technical-checks/>

Research and analysis: Measures for introduction of E10 petrol: RPC Opinion
<https://www.gov.uk/government/publications/measures-for-introduction-of-e10-petrol-rpc-opinion>

Press release: Have your say on guidance for driving on motorways and high-speed roads in The Highway Code
<https://www.gov.uk/government/news/have-your-say-on-guidance-for-driving-on-motorways-and-high-speed-roads-in-the-highway-code>

Open consultation: Review of The Highway Code to improve safety on motorways and high-speed roads

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-safety-on-motorways-and-high-speed-roads>

ABD Press Release: Budget 2021 – Why A Hike in Fuel Duty Would Be Folly
<https://www.abd.org.uk/press-release-budget-2021-why-a-hike-in-fuel-duty-would-be-folly/>

Wales: Calls to review controversial Deeside ‘Red Route’ traffic scheme in light of pandemic
<https://senedd.wales/senedd-now/news/calls-to-review-controversial-deeside-red-route-traffic-scheme-in-light-of-pandemic/>

ABD: Press Release: ABD Welcomes Budget Fuel Duty Freeze
<https://www.abd.org.uk/press-release-abd-welcomes-budget-fuel-duty-freeze/>

Guidance: Coronavirus: driver and rider trainer guidance (Last updated: 8 March 2021)
<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests>

RSGB: YouTube GB - Safeguarding motorcyclists: trialling new PRIME road markings for casualty reduction
<https://www.youtube.com/watch?v=2UuGtubzHPc&t=23s>

Consultation outcome: Consulting on ending the sale of new petrol, diesel and hybrid cars and vans (Last updated: 10 March 2021)
<https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans>

RSGB: Presentation outlines the need to ‘rethink motorcycle safety’
<https://roadsafetygb.org.uk/news/presentation-outlines-the-need-to-rethink-motorcycle-safety/>

RSGB: New campaign highlights common causes of motorcycle collisions
<https://roadsafetygb.org.uk/news/new-campaign-highlights-common-causes-of-motorcycle-collisions/>
Guidance: Vehicle tax rates (V149 and V149/1 (Last updated: 11 March 2021)
<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

Press release: Go left! Highways England launches biggest ever motorway safety campaign
<https://www.gov.uk/government/news/go-left-highways-england-launches-biggest-ever-motorway-safety-campaign>

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