



A networking tool for Activists and other interested parties

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EDITORIAL

Here we are then, 2020, and a new Government.

No matter what we think personally, its our job to work with these people on MAG and Rider's Rights issues to further our cause.

I believe Central office have already or will be contacting newly elected MPs as to our existence, work and core values so we'll see how things proceed during the forthcoming year which I hope is a good one for you and yours.

One of the best early Xmas presents I received was a simple badge, in Suffragette colours, with the words of Emmeline Pankhurst - "I incite this meeting to rebellion"- yeah, bring it on. Having been called a rebel many times in the past I consider that a compliment.

Coincidentally, there's an article here on the state of local roads. I've noticed more and more potholes, defects etc., and, not only locally. There were 5 chunks of tarmac missing, creating a pothole, on the M4 going West just before you turn off onto the M48. Extremely dangerous – and we haven't even had many frosts or ice..... yet!

I'm going to leave this editorial short due to it being the 1st Jan and, surprisingly, I have a headache!!!

Ride free, safe and enjoy it, AG

[For the February edition please let me have copy by 25th January, subject heading: Network to aine@mag-uk.org]

Acknowledgments: George Legg, Lembit Opik, Colin Brown, Selina Lavendar, Julie Sperling and anyone else I've forgotten

Network update from MAG's Political Unit – Lembit and Colin

This version: 2019 12 16

The British General Election delivered a clear outcome. In this final Network report of 2019, MAG's Political Unit, Lembit Öpik and Colin Brown, review the implications for biking as it comes to an 80-seat majority for the Conservatives. They also look ahead at what's likely to keep them busy in 2020. In addition, we have a special feature from the stand manager at Motorcycle Live, Bill Green.

'Biker Boris' or 'Trumped-up Johnson?'

The General Election, held on 12th December 2019, has delivered the most decisive result in an election for over a decade. The Conservatives were elected to run the country, with a majority of 80 seats. That's enough to give them a good chance of power for around five years. The Labour Party had a very bad night, with big losses across the country. The Liberal Democrats did even worse, with their own leader, Jo Swinson, failing to hold her seat in Scotland, where the Scottish National Party virtually swept the board. MAG doesn't take a party political line. We work with the Government we're given, whatever that Government may be.

Three things are useful in the current situation. Firstly, a big majority leads to stability. We know whom we have to deal with and that is likely to assist us in doing our job. Secondly, we are likely to be able to create lasting relationships with the ministers, because they're not going to change every two years. Thirdly, we can develop a political 'narrative' with the Government, and that can be productive with the agenda we have for riders' rights.

The Prime Minister, Boris Johnson, is an unknown quantity. Is he for or against motorcycling? We don't know yet, but we will find out and keep you posted. Lembit, who knows Boris quite well, is optimistic. He reckons that biking is the sort of thing Boris could get behind.

In 2020, we're going to be engaging with MPs in an active way. We are already in a good place with many of the key decision makers. You can help get us further. Find out who your MP is and ask to meet them at what's called a constituency surgery. The questions to ask are:

- 1 *Do you agree that shifting from cars to motorbikes is sensible because it reduces congestion, pollution and cost?*
- 2 *Do you support motorbikes in bus lanes?*
- 3 *Can we get your help to get secure motorcycle parking, so motorbikes don't get stolen and used for crime?*
- 4 *Will you join MAG?*
- 5 *Can we have a photo with you for our magazine, The Road, and for the local paper?*

Add any specific local issue you may have as well. Let us know the answers you get and call HQ if you need any further advice on 01926 844 064. Remember to send us the photo too!

Clean Air Zones

Each month we remind you to tell us if there's a Clean Air Zone on its way to you. Only London has been confused enough to charge motorbikes in a Clean Air Zone. Every other authority in the UK seems to realise that there's no sense in taxing a mode of transport that actually reduces pollution. If you get wind of any such scheme, let us know. We'll help you get the local authority to see sense.

In Scotland the Low Emission Zone Regulations and Guidance consultation is now live and published at the following link: <https://consult.gov.scot/transport-scotland/low-emission-zones/>.

This consultation seeks your views on issues of a technical nature that underpin the operation and delivery of Low Emission Zones, including emission standards, exemptions and penalty charges. Due to MAG's engagement so far the consultation document states: "the LEZ Guidance (in preparation) is likely to recommend that [motorcycles] are scoped out of LEZ schemes unless the National Modelling Framework can provide a robust justification for their inclusion in a LEZ scheme" and lists "Motorcycle groups" as one of the interest groups "whom local authorities must consult".

This is a great starting point for the consultation stage, so please respond to the consultation and comment in support of these proposals. Others may argue against these proposals so we must not be complacent.

The consultation will close on the 24 February 2020.

Ride To Work Day

Plans are taking shape for Ride To Work Day 2020 which will be on Monday 15th June. Now is the time to start speaking to your employer to gain their support for the campaign. If you are in a position to get your employer to support the campaign by taking some action to encourage their employees to ride to work, please get in touch to let us know what ideas are being discussed. Initiatives could be as simple as free canteen vouchers for all those that ride to work on the day, or laying on free bike wash, or additional dedicated parking space; anything goes, the more inventive the better. We will be happy to work with business marketing departments to help them get some cheap PR if they come up with inventive ideas to support their employees ditching the car in favour of their motorcycles. Also ask your local dealerships, biker venues, accessories and riding gear suppliers etc., to run

promotions in support of the campaign. We will help promote any offers they wish to run if they use the MAG Ride To Work Logo on their advertising. Digital copies of the Ride To Work Logo can be requested via Central Office. The publicity will start at the beginning of May giving a 6 week campaign period to run any special offers and we will promote them on the dedicated website being developed and our social media channels.

Media

We've had a lot of media attention regionally and nationally. Please consider calling your local radio station to talk about biking – any time there's any subject that's related to road usage, travel or the environment. They're always happy to get new callers, and if you do phone up, then there's a good chance they'll call you again in the future when there's a motorcycle related story.

Another year...

Where did 2019 go? We've got a lot done in the last 12 months, but the truth is that our work is never-ending. Here's to a 2020 vision for motorcycling. From Colin and Lembit, thanks for all the great work you do and it's our honour to play our part as the UK's voice for biking. See you next year!

Motorcycle Live from a Green perspective

As a special Christmas feature, our super stand supremo at the NEC, Bill Green, reflects back on 2019's Motorcycle Live event, which went rather well – even if he says so himself.

There are some things in life that you simply have to experience in the flesh. For instance, when I first saw the new Triumph Rocket 3 in the bike press I wasn't entirely smitten. I thought it was trying too hard to be futuristic, too "21st century" and that it lacked the solid, if agricultural, presence of the original. Well, I was dead wrong. Having now seen, touched and sat on one at the NEC show in November I think it's great. The styling is spot on. It seems smaller and shorter than the old one but it fits my lanky frame just fine. If it rides as well as like it looks it could just be my new dream bike. Do I hear twenty grand plus change? Sold to the man in the bowler hat!

Likewise, the annual NEC Motorcycle Live event is a very similar experience – it's only after a few days that you start to appreciate it fully. Being there for the full show is an immersive experience. It may not be the vast, sprawling bike-bazaar that it was in yesteryear. But, there is still more there than you can do full justice to in one day. With the week at your disposal, you have the time to thoroughly peruse all the machines on show. You may notice the hidden gem hiding behind the others, slowly fall in love and resolve to possess it all for yourself - before starting to notice tiny irritating faults, becoming bored with it and wondering what you saw in the first place. Try doing that in one afternoon.

You also get to know, and develop camaraderie with, the folks on the other stands. These days you find much more of an awareness of, and support for, MAG. You usually get a friendly smile of recognition when they spot the old pipes logo on your shirt and their comments about MAG are nearly all 100% positive, much more than they were even a few

years ago. Put simply, people seem to have realized that MAG people are the only ones standing up for the future of biking. Without us the future could look bleak.

One sign of how far our star has risen is that we are invited along to the annual MCIA bash. This takes place one evening each year on the main stage, after the honest paying public has been turfed out at 5pm. I get the impression that this has changed in recent years from a mutual backslapping event to something of a gloom-fest. Seemingly, the end of the biking world is nigh. The MC in MCIA doesn't even stand for "motorcycle" any more, for Pete's sake. Lembit and Colin are there to represent MAG's more enlightened, optimistic view of course, so myself and Ron (from Beverley) decided to tag along for a nosey.

Now, believe it or not, the Annual Conference of the MC Industry Association is not as thrilling as it sounds. Less so, in fact. It kicked off with a couple of downbeat, depressed looking speakers and seemed set to continue in the same vein. Ron and I had both had a long day, and a couple of gratefully received free MCIA beers, so had wisely decided to employ our time more productively by grabbing some shut-eye. Then we were rudely disturbed. On the stage was a youngish ginger-headed chap, with a permanently miffed look on his face, who had been invited along to tell us how bad motorcycles are. Apparently they have the wrong kind of engine and can be a bit noisy. He had graphs and charts and pictures of bikes to prove all this too. Who knew? Basically it was "two wheels bad, no wheels good."

After a while however I did begin to have my doubts that, from what he was saying, he had much real-world experience of motorcycling (for example, I found "we must clamp down on garages that are allowing bikers to have their silencers switched off" slightly puzzling). In due course, he was challenged by Colin and Lembit (backed up by murmurs of agreement from most of the audience) but as a Green Zealot and True Believer he would brook no contradiction from mere bikers and motorcycle dealers. After all, what could they know? You can prove anything with facts. I'm sure the poor chap is not totally empty-headed (nature abhorring a vacuum and all) but he said nothing you couldn't have predicted and haven't heard a hundred times before. As the psychoanalyst Carl Jung put it, people don't have ideas, ideas have people.

Meanwhile back at the ranch, the MAG stand ticked over very nicely all week. Yours truly was there for the whole event, mainly sitting and chatting with bikers about bikes and everything else under the sun - what's not to like about that? The real stars of the show were the MAG volunteers who put in the donkeywork each day. They had travelled from all over the country – the Northwest, the South coast, East Anglia, Scotland, Wales and even stranger, darker lands (Yorkshire). Selina and Pete and our very own Julie from the office came along to do their share too. All did sterling work and were an absolute pleasure to be with. Aren't MAG members a grand bunch? If you've never had a go on the stand and fancy a day or two at the show next year, why not let the office know? You'll always be welcome.

As well as existing members dropping in to say hello (always nice) we succeeded in signing up lots of new converts. Even amongst those who chose not to join (yet) there seems to be a growing appreciation of the key role MAG is now playing. If I had a penny for every time I was told "keep it up, we're glad you're out there fighting for us" then I could have afforded

half a panini in the NEC Food Court. It really makes you feel like you're on the side of the angels. I suppose we are.

To help out at next year's Motorcycle Live event, just call HQ on 01926 844 064.



Motorcycle registrations in the EU up by 8.5% during the first nine months of 2019

Registrations of motorcycles in the EU reached 912,972 units during the first 9 months of 2019, according to the latest estimate by the European Association of Motorcycle Manufacturers (ACEM). This represents an increase of 8.5% compared to the same period in 2018.

Italy remains the largest European motorcycle market with 198,119 units (a 6.2% increase on a year-on-year basis), followed by France (161,822 motorcycles, +11.6%), Germany (151,241 motorcycles, +7.5%), Spain (136,543 motorcycles, +10.2%) and the UK (84,591 motorcycles, +1.7%).

Motorcycle registrations increased in all EU countries.

Moped registrations in the EU continue increasing

The European moped market reached 243,341 units during the first 9 months of 2019. This represents an increase of about 14.8% compared to the registration levels in the first nine months of 2018 (211,966 units). The largest markets for mopeds in Europe were France (70,290 units), the Netherlands (50,232 units), Belgium (21,419 units), Germany (21,069 units) and Poland (16,776 units).

Registrations of electric vehicles in the EU up by 61.3%

Combined registrations of electric mopeds, motorcycles and quadricycles reached 58,295 units during the first nine months of 2019. This represents a substantial increase of 61.3% compared to the registration levels in the same period of 2018 (36,150 units).

Most of the electric L-category vehicles registered in 2019 are mopeds (46,858 units), followed by motorcycles (9,386 units) and a much smaller number of quadricycles (about 2,051 units).

About ACEM

The European Association of Motorcycle Manufacturers (ACEM) represents manufacturers of mopeds, motorcycles, three-wheelers and quadricycles (L-category vehicles) in Europe.

ACEM members include 18 manufacturing companies: BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Renault, Royal Enfield, Suzuki, Triumph Motorcycles and Yamaha.

ACEM also represents 18 motorcycle industry associations in 15 different European countries.

‘Clearer and more striking’ signage could cut motorcycle collisions



A new ‘radar activated road sign’ has been launched in a bid to reduce collisions and casualties involving motorcyclists.

DfT figures show that in 2018, 354 motorcyclists were killed on roads across Great Britain – an increase from 2017.

Of the 16,700 powered two wheeler rider casualties recorded in total, 228 occurred due to ‘inadequate or masked signs or road markings’ or the layout of the road – including tight bends and blind corners.

In a bid to combat this, TWM Traffic Control Systems – a Manchester-based supplier of LED-integrated signage – has launched new crash site signage, which provides a safety alert to motorists and motorcyclists, indicating a known hazardous area:

<https://www.twmtraffic.com/>

When a motorcyclist approaches the sign at a speed over the limit, a ‘THINK’ motorcyclist symbol will illuminate, along with white LED text reading ‘BACK OFF’.

TWM is now asking local authorities to review signage around known motorcycle collision hotspots.

Kevin Marshall, TWM director, said: “DfT statistics for 2018 are an uneasy read, especially the fact that 228 accidents could have been avoided with clearer and more striking signage to alert motorcyclists.

“We have a passion for developing equipment that brings enhanced road safety to both drivers and pedestrians.

“The new hazard warning sign was designed with the safety of motorcyclists in mind, and we hope that local authorities across the UK review the signage at their known accident hotspots, especially as we head into the darker and wetter winter months.”

These everyday medicines could get you fined or banned from driving

RAC: December 2nd 2019



December's here, bringing with it the usual unwelcome rise in coughs, sneezes and sniffles for a nation of road users.

Medicated motorists beware. Many legal medicines and widely-used painkillers could impair your driving – and it's an offence in England, Scotland, and Wales to drive with specified limits of certain drugs in your blood.

Drivers convicted for drug-driving face a minimum one-year ban and a criminal record – so it pays to be vigilant when using even common prescription drugs.

Codeine, for example, which is found in painkillers like Nurofen Plus is used to treat the symptoms of the common cold, and can cause drowsiness in users.

The active ingredient is also found in Migraleve, Syndol and Boots branded tablets. It can lead to dizziness and may even affect your hearing, leading to dangerous implications on your driving.

According to the government¹, you should ask your doctor whether you should drive if you've been prescribed any of the following:

- amphetamine, for example dexamphetamine or selegiline
- clonazepam
- diazepam
- flunitrazepam
- lorazepam
- methadone
- morphine or opiate and opioid-based drugs, for example codeine, tramadol or fentanyl
- oxazepam
- temazepam

If police suspect a motorist of driving under the influence of drugs they can carry out a 'field impairment assessment' – a series of tests that could see you asked to walk in a straight line, for example.

Newly available DrugWipes – dubbed “drugalysers” – which use a mouth swab to screen for cannabis and cocaine, can also be used.

Justice secretary Humza Yousef welcomed a Police Scotland anti drink and drug-driving campaign, launched last week.

He said: "The message is unequivocal. If you get pulled over, you are going to get tested for drink and drugs. And if you are found to have traces of either, there will be some really serious consequences."²

It was revealed in December last year that police forces across the UK increased drug-driving enforcement with staggering results.

Just last month, DVLA figures showed the number of motorists convicted of drug-driving had increased fourfold since 2017.

Around 20,000 motorists were convicted after using substances in the previous 12 months. These numbers may include motorists convicted for driving under the influence of prescription drugs.

Failing to inform the DVLA of a medical condition and a prescription that can affect your driving can see you fined as much as £1,000.

Survey highlights concerns over condition of local roads



Image: RAC

Nearly half of UK drivers believe the condition and maintenance of local roads has deteriorated over the past 12 months, a survey suggests.

The survey was carried out by the RAC as part of its 2019 Report on Motoring, with 49% of respondents saying the roads in their area have worsened in the last year, compared to just

11% who believe they have improved: <https://media.rac.co.uk/pressreleases/half-of-drivers-say-the-condition-of-local-roads-has-got-worse-2945810>

While the RAC survey shows potholes and related road-surface problems take most of the blame for worsening conditions on local roads (95%) – other factors include dissatisfaction about grass and foliage (22%) and signage visibility (17%).

The RAC believes the latter two issues may be linked, with substandard foliage maintenance leading to an increase in signs being obscured by vegetation.

The RAC survey also appears to highlight a clear town-versus-country divide, with respondents based in rural locations being almost 10% more likely to say their local road conditions have worsened in the past 12 months.

Meanwhile, 25% of London-based motorists say conditions are in fact better this year, against the UK-wide average of 11%.

The RAC says the state of local roads is ‘always one of the biggest bugbears for drivers’.

Nicholas Lyes, RAC head of roads policy, said: “Despite data from our patrols revealing fewer of the breakdowns they have attended this year have been related to pothole damage, it seems that drivers still feel that road surfaces are not as good as they should be.

“Those living in rural areas definitely feel more hard done by, perhaps because they rely on their cars more than those in towns and cities so they are more inclined to notice defects that hinder their journeys.”

‘Very clear divide’ between local roads and motorways

Drivers’ views on motorway and major dual-carriageway conditions are somewhat brighter than on local roads, according to the RAC survey, but there is still considerable room for improvement.

Well over twice as many motorists – 28% – think the conditions here have worsened over the past 12 months as think they have improved (11%).

Nicholas Lyes added: “There is also a very clear divide between opinions about the condition of local roads and motorways and dual carriageways with local roads appearing to be in a far worse state than their major road counterparts.

“This points towards the difference in the way both are funded with only major roads having certainty of funding from central government.

“We believe local roads are just as vital to the UK’s economy so should be treated in a similar way which would allow local authorities to plan routine maintenance rather just filling in potholes as they appear.”

Australia introduces 'world-first' mobile phone detection cameras



Image: Transport for NSW

Authorities on the east coast of Australia have taken the fight against mobile phone using drivers to the next level, with the introduction of 'world-first' detection cameras.

The cameras, which came into effect in New South Wales on 1 December, use artificial intelligence to review images and detect illegal use of the devices.

The Guardian reports that images identified by the automated system as likely to contain a driver illegally using a mobile phone are then verified by authorised personnel:

<https://www.theguardian.com/world/2019/dec/01/world-first-mobile-phone-detection-cameras-rolled-out-in-australia>

New South Wales Police hopes the system, which is able to operate day and night, will 'change the culture' among drivers.

Until the end of February, offending drivers will be issued with a warning letter. After that, the penalty will be a A\$344 (approx £180) fine – which increases to A\$457 (approx £240) if the offence is committed in a school zone. In both cases, drivers will also receive penalty points.

The Australian Government hopes evidence from the cameras will help to prosecute around 73,000 offenders annually.

Is the UK utilising mobile phone detection technology?

Police forces in England are already using new technology to detect mobile phone offences.

The technology, which can detect when people in a car are using their phones without using a hands free device, has been developed by Westcotec.

It was first trialled by Norfolk County Council in 2018 – before being introduced by Thames Valley and Hampshire's Joint Operations Roads Policing Unit:

<https://roadsafetygb.org.uk/news/police-deploy-new-technology-to-detect-mobile-phone-use-in-cars/>

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

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

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

Speeding fines - how much you now have to pay

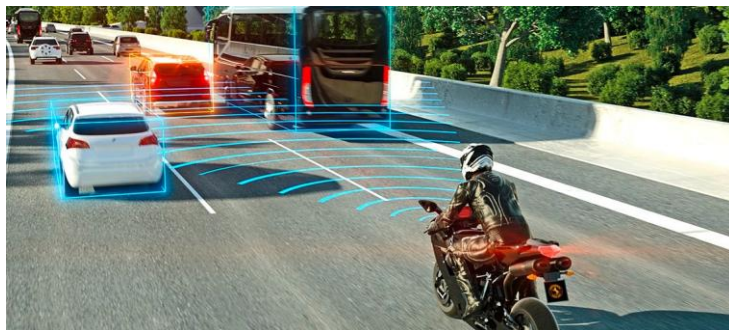
RAC: 18th Sep 2019

<https://www.rac.co.uk/drive/advice/legal/speeding-fines/>

FEMA

Is your motorcycle really getting smarter?

FEMA News by Wim Taal - December 12



Just like we see in cars, more and more driver assistance systems are being developed for motorcycles. FEMA's Dolf Willigers explores if these systems can be helpful in real life.

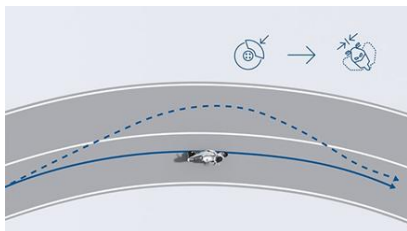


Development of ABS since 1995

When you consider the amount of Advanced Driver Assistance Systems (ADAS) in cars these days, it is more or less amazing how little assistance systems can be found on motorcycles: ABS (although by many not seen as ADAS but as riding safety system), motorcycle stability control system (MSC, idem), cornering ABS on premium models, traction control, sometimes wheelie control, that's about it and certainly not on all models. Compare that with cars: Automatic Emergency Breaking (AEB), Blind Spot Assistance (also available on one type BMW scooter), Adaptive Cruise Control (ACC), Lane Keeping Assistance (LKA),

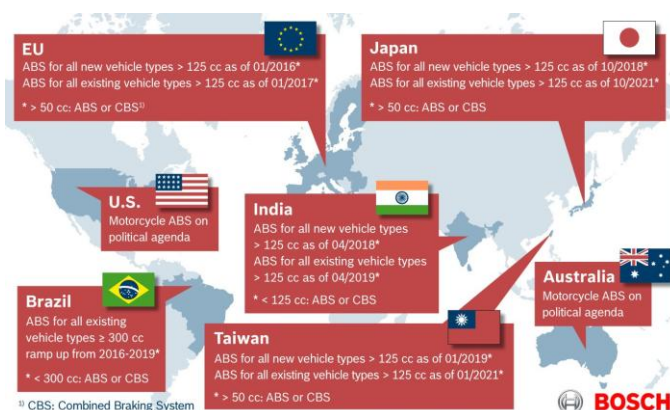
all kinds of parking and other sensors or even camera's, hill start assist (I would like that on my motorcycle as well), et cetera.

There are reasons for this: many riders don't want these kind of devices on their bike: they like riding to be as pure as possible. Some of the ADAS for cars are just not applicable on a motorcycle: what would I need a 360-degree camera for? Or lane keeping assist? Or an automatic parking system? Some systems are simply considered dangerous on motorcycles, at least for many of us. Like automatic braking systems or Intelligent Speed Assistance (ISA). Another reason, and perhaps the most important reason, is scale: it takes money to develop these devices and with cars it is much easier to cover the cost than with motorcycles. Also, you cannot just take a device out of a car and put that on a motorcycle. This is something we motorcyclists are aware of, but many policy makers are not, so we keep repeating this in Brussels.



Line ridden with and without cornering ABS

And then there are the OEMs, the Original Equipment Manufacturers. These are the vehicle manufacturers themselves, but also companies like Bosch and Continental, that develop and manufacture parts of the motorcycle. Think of the cornering ABS systems, Electronic Stability Systems (ESS), Emergency Brake Assist & Forward Collision Warning systems, Blind Spot Detection & Lane Change Assist, Traffic Sign Assist, Intelligent Headlight Assist, Adaptive Cruise Control. By the way, Emergency Brake Assist helps with an emergency brake and should not be confused with AEB, Automatic Emergency Brake system, that can bring a car to a full stop if the driver reacts too late (or not at all) if an obstacle appears in front of the car. Bosch claims that "one in seven motorcycle accidents could be prevented using radar-based assistance systems." And that "Motorcycle manufacturers KTM and Ducati will include the new rider assistance systems in production models as soon as 2020." However, I have not been able to find the research report that is supposed to back up the first claim. To see what is already on the market and what is to come, we will have a closer look at them.



Bosch Motorcycle ABS in the world (picture: Bosch)

Already on the market are ABS and Cornering ABS. With Bosch, cornering ABS is part of the motorcycle stability control system (MSC), that also includes support during accelerating.

This system does not only take the friction of the tyres with the road into account, but also the leaning angle of the motorcycle and (lack of) down force. Newer devices use sensors like radar, lidar and cameras. Continental already offers camera-supported assist systems like Traffic Sign Assist and Intelligent Headlight Assist. Both companies also offer Adaptive Cruise Control that keeps you at a fixed distance from the vehicle before you. Bosch claims that systems like this can avoid one in seven accidents, because you will always ride at a safe distance. However, I wonder what happens when your bike suddenly decelerates because another vehicle driver pushes his car between you and the car before you, as it happens all the time where I live and ride: will your bike suddenly brake? Not a nice idea without any protection from behind. Or will it decelerate gradually?

Both companies offer also a Forward Collision Warning System. This is also already known from the car world: you get an acoustic, haptic or optical warning signal when the system detects that you are about to collide with the vehicle before you. Continental combines it with Emergency Brake Assist, that ensures an optimum use of the available braking power. When a rear-end accident threatens, the motorcyclist will be alerted first, before the EBA function supports his active braking with a slight pre-brake pressure. If the rider does not respond to the warning, the emergency brake assist starts to build up brake pressure autonomously. If I understood the information from Continental well, it does not actively brake, like some systems in cars do. Still, it only works when the rider has both hands on the handlebar.



Blind Spot Detection

The final assist system that is already available is Blind Spot Detection & Lane Change Assist. Blind Spot Detection warns when the rider fails to see a car or a motorcycle approaching rapidly from behind in the left-hand lane or in the blind spot next to the motorcycle. The rearward facing radar sensor monitors the road area behind and next to the motorcycle and warns if a lane change cannot be recommended. Incidentally available are a Tire Pressure Monitor System (TPMS, also going to be mandatory on cars) that is often not even available as an option, hill-start assist (HSA, prevents you to roll back when you release your brake to start riding uphill), Dynamic Electronic Suspension Adjustment (ESA, adjust your suspension to the weight on the motorcycle and the driving circumstances).

What do these systems do and what do they not do? The already available systems (with exception of ABS and stability control systems) do in no way interfere with the speed or the direction of the motorcycle. In this way they differ from systems that are fitted into cars. The stability control systems and ABS do this in a way, but only to help the rider to go safely in the direction he intends to go. All these systems do not change the direction of the motorcycle, brake without the rider activating the brake or accelerate without the rider initiating this. This is a fundamental change from the working of Advanced Driver Assistance Systems (ADAS) in cars. Will it stay this way? Several motorcycle manufacturers have already developed self-steering and self-balancing motorcycles to try out new systems. It is to be expected that part of this will find its way to the consumer. Systems that help in balancing the motorcycle pave the way to assist systems that interfere with speed and

direction, like (Pedestrian) Automatic Emergency Braking, which in a few years will become mandatory in cars.

Another feature that will be mandatory in cars is Intelligent Speed Assistance. Some road safety organizations want this on motorcycles too. With present techniques this is not a good idea, but in future some kind of ISA could become possible. Even active lane keeping assist systems could become possible.



With connectivity the car driver gets a warning on the dashboard

Not mentioned yet is connection. Many companies and researchers work on systems that are connected: vehicles with the infrastructure or with each other in many kinds of variables and in many ways. The Connected Motorcycle Consortium (CMC) in which BMW Motorrad, Honda and Yamaha work together to develop Cooperative Intelligent Transport Systems (C-ITS) on a global scale and to develop common basic specifications, is working on systems that provide the motorcyclist with information, but also to warn other road users of his presence. The classic situation of car drivers that do not see motorcyclists when they turn, should be something of the past with these systems. In fact, systems that are based on sensors like radar, lidar and camera will never be able to recognize motorcycles under all circumstances. To be fully visible for cars and other vehicles under all circumstances, motorcycles will have to be provided with beacons and other devices that communicate with the environment, including cars.



Intelligent Headlight Assist (picture: Continental)

The costs of these systems will be high. Higher than for cars, because development and production will be on a much smaller scale. They need to be protected more against vibrations and the weather. It is just as with your sat-nav device: it is several times more expensive than a comparable car sat-nav device. On the other hand: ABS was very expensive in the beginning. Since it has become common and even mandatory on all motorcycles except the very light ones (< 125 cc), prices have lowered rapidly. Some of the systems that are described above are now expensive options on the high-end models. With increasing demand, they will become more affordable for the average rider.

Another issue is the Human Machine Interface (HMI). In cars, this is less of a problem: your dashboard is more or less in front of you, so you will notice warning lights quite soon, especially when it is combined with a warning sound. With motorcycles this is less obvious: the dashboard is usually not in your direct line of sight, so you will often not notice a warning light as quick as you would in a car. And audible signals have to be very loud to be heard or

you need to have a device in your helmet, like the bluetooth receiver that is used for rider-communication or to hear the instructions of your sat-nav system.

Finally, the main question remains: will we, the motorcyclists, accept these new assist systems and will we be prepared to pay for them? The Riderscan survey in 2014 showed that a small minority of 27.2% answered 'yes' to the question if new technologies enabled the road user to be safer, greener and less troubled by congestion. Especially Intelligent Speed Assistance was seen as useless and even dangerous by many riders.

Written by [Dolf Willigers](#). This article is subject to [FEMA's copyright](#)

Top image courtesy of [Continental](#).

Belgian success: the Antwerp ban on quads is lifted

FEMA news by [WimTaal](#) - December 20, 2019



On 29 June 2009, the City of Antwerp introduced a quad ban in its built-up area and on the unpaved roads outside it. As a result, quad owners living in Antwerp could no longer use their legal vehicle from one day to the next. The ban was annulled by judgment of the Council of State of 9 February 2012, after which the City of Antwerp again issued the quad ban on 5 March 2012, this time as an additional traffic regulation.

Belgian FEMA member the Motorcycle Action Group Belgium (MAG) has always opposed these measures. With its support, an Antwerp quad user also initiated an annulment procedure before the Council of State against these new regulations. Currently, the Council of State has also annulled this ban on quads introduced by the City of Antwerp, with effect from 18 January 2020, in its judgment of 17 December 2019. The City of Antwerp has until 17 January 2020 to remove all prohibition signs. Let's be clear: until 17 January 2020, the ban will therefore still apply.

According to Stefaan Claeys, the MAG lawyer who represented the interests of quad users, the ban was annulled on the following grounds: a general quad ban is disproportionate: there is no reasonable link of proportionality between this ban and the intended purpose. The possibility to apply for permission does not affect this. The Auditor has already stated that possible nuisance by private quad users can be tackled by simply applying the road traffic regulations, as is the case for other vehicles.

Master Stefaan Claeys: “This confirms that it does not apply to an entire group. You can not prohibit legal road users from using their vehicles to avoid the inconvenience caused by some of them. Those who cause nuisance must be tackled by means of road traffic regulations, as is the case for all other road users.”

New Euro 5 environmental standard for motorcycles and mopeds to enter into force in 2020

ACEM: 16 Dec 2019



As of 1 January 2020, all new type-approved motorcycles and mopeds sold in the European Union (EU) and the European Free Trade Area (EFTA) will have to meet the new Euro 5 environmental standard that will replace the current Euro 4 specification.

For existing moped and motorcycle models type-approved before the 1 January 2020, Euro 5 will become mandatory as of the first day of 2021. This brings the pollutant emissions of L-category vehicles (i.e. mopeds, motorcycles, tricycles and quadricycles) to the same level as Euro 6 cars.

Improving environmental performance through vehicle technology

Technical innovation in the motorcycle industry has played a key role in progressively lowering vehicle emissions. Since the introduction of the Euro 1 standard for motorcycles and mopeds in 1999, pollutant emissions have been drastically reduced. Combined emissions of hydrocarbons (HC) and nitrogen oxides (NO_x) have gone down by 96.6%, whilst carbon monoxide (CO) emissions have been reduced by 92.3%.

The Euro 5 environmental standard in detail

Under the new Euro 5 standard, tailpipe emissions of mopeds, motorcycles, tricycles and quadricycles will not be allowed to exceed 1,000 mg/km of carbon monoxide (CO), 100 mg/km total hydrocarbons (THC), 68 mg/km non-methane hydrocarbons (NMHC), 60 mg/km of oxides of nitrogen (NO_x) and 4.5 mg/km of particulate matter (PM). These Euro 5 tailpipe pollutant emission limits are the same as those of Euro 6 for cars.

The new Euro 5 standard that will replace the previous one (Euro 4) will become mandatory for all new type-approved motorcycles and mopeds as of 1 January 2020. Some niche segments (i.e. enduro and trial motorcycles, three-wheeled mopeds designed for utility purposes and light quadrimobiles) have been granted additional lead time. These niche

products will have to comply with the new Euro 5 tailpipe emissions limits as of 1 January 2024.

Durability provisions and evaporative emission levels are equally becoming more stringent. Another important innovation is the progressive introduction of a second stage on-board diagnostic (OBD), allowing advanced identification and flagging of malfunction and deterioration of emission control systems.

Quote

Antonio Perlot, ACEM Secretary General, said:

“From a supply side perspective, vehicle technology has been instrumental in improving the environmental performance of motorcycles. ACEM members have invested heavily in research and product development to develop Euro 5 compliant motorcycles equipped with technologies such as 3-way catalysts with oxygen sensor controls, complex electronic engine management systems, advanced fuel injection and variable valve timing and lift technologies”.

“As a result of this, the environmental performance of Euro 5 motorcycles will be equivalent to that of Euro 6 cars. ACEM sees this fitting within the vision of the recent European Green Deal of achieving less polluting transport, especially in cities, and further enabling the contribution of our range of vehicles to a multimodal transport system”.

ACEM Press release - New Euro 5 environmental standard [PDF]:

https://www.acem.eu/images/Press_release_New_Euro_5_environmental_standard.pdf

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