



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

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## EDITORIAL

This really is going to be a short editorial because this month's is a longer edition than normal, which is not a bad thing as it means there is a lot happening that could have an influence on our riding.

One article I would have liked to reproduce here but which was, of necessity, extremely long is the FEMA article on road closures in the Tyrol due to an objection to noise of motorcycles. Having negotiated the Tyrol area and its wonderful scenery and roads many times this is a shame.

I don't agree with discriminatory road closures to vehicles that are legally allowed to use them and in the summer season in particular the volume of motorcycles using these roads far exceeds that of cars etc. Whilst motorcycle noise is music to my ears I do realise it's not for everyone. However, I wonder if people, who live in these idyllic areas realise the revenue that motorcycle tourism brings into their area!!

Food for thought, food for thought.

During a recent email exchange I was so staggered at the amount of income to the treasury when it comes to fuel duty and VED that I had to go to the website to check it out for myself <https://www.racfoundation.org/data/fuel-duty-ved-revenue-annual-gb> Add to that the other taxes associated with motoring, manufacture etc., and their grossing almost 48 billion from us suckers.

I'll leave you with that thought .

Stay safe people, AG

**Acknowledgments:- George Legg, Selina Lavender, Colin Brown, Lembit Opik, Tony Cox, FEMA, Steve Wykes, Julie Sperling and anyone else I've forgotten.**

**[For the August edition please email copy to me by the 25<sup>th</sup> July at [aine@mag-uk.org](mailto:aine@mag-uk.org) with the subject heading:- Network]**

## **Annual Group Conference (AGC) 2020: POSTPONED**

In light of ongoing Government-imposed restrictions on large gatherings, due to Covid 19, MAG's National Committee (NC) has - in accordance with Constitutional requirements - suspended the sections of the Constitution relating to holding its Annual Group Conference and has taken the decision to postpone AGC 2020 until further notice.

AGC is an important event in MAG's calendar, originally scheduled to take place on the last Saturday in September (26/09/2020), which is also the new date provisionally set for the Farmyard Party.

AGC typically attracts around 200 members, who gather to hear reports from the Political team, Board and NC (including a full review of the previous year's finances), as well as recognising the dedication of some of the many members with an awards ceremony.

The NC has agreed that it is futile to try and plan an event of this nature at this time or, indeed, to set a rescheduled date until there has been further guidance regarding large gatherings. As soon as we return to full freedom of movement and mass indoor gatherings, the NC will put out a call for proposals to host the event on a new date.

What does this mean in terms of awards, motions and election of officers?

As this is traditionally the time of year when nominations for awards, officer roles and motions would be submitted, do please feel free to still to make such submissions (must be received by 23:59 on 30<sup>th</sup> June, 2020), and any submissions received by this deadline will be included when the new AGC date is announced, at which time a second period of time will be opened for further submissions.

The decision to postpone AGC 2020 has not been taken lightly, but it was considered by the NC to be the only appropriate course of action in the current situation. Any members objecting to this decision may contact the NC via the National Chair: [chair@mag-uk.org](mailto:chair@mag-uk.org)

The Annual General Meeting (AGM), which takes place *within* the Annual Group Conference, is a legal requirement of the Company. As such, we will bring you details in the next issue of The ROAD regarding how we may be able to still meet this legal requirement.

We encourage all members to check their contact details on the membership database and, where necessary, to update these details, including their email address. Email is an efficient means of Communication and a cost-free way to keep you up-to-date.

#### Motions & nominations

The following roles are up for election at AGC:

Directors of The Motorcycle Action Group Limited (two (2) posts, both with a tenure of four (4) years);

National Chair;

National Clubs Officer; and

National Reps Liaison Officer.

The Board is currently without a Director of Finance.

Please note that the Chair, Selina Lavender, and Vice Chair, Andy Carrott, have both indicated that they are happy to remain in post until such time as the next AGC takes place.

Motions and nominations may be sent by post to MAG, Unit C13 Holly Farm Business Park, Honiley, Kenilworth, Warwickshire CV8 1NP or emailed to [centraloffice@mag-uk.org](mailto:centraloffice@mag-uk.org)

#### *From the constitution:*

*6. g. All matters to be included within the Agenda of the Group Conference should be sent in writing and received at the Central Office of the Company not later than midnight on the last day of June in the year of the year of the General Conference. Submissions can be sent by email to [nominations@mag-uk.org](mailto:nominations@mag-uk.org) or by post to the registered office address. Submissions received by post on the first working day following 30<sup>th</sup> of June shall be accepted. All proposals should include the name, address and Membership number of the person proposing the matter and the person seconding it.*

*6. i. All nominations for the directors or other officers of the Company must be seconded and must be submitted after 1<sup>st</sup> June in each year. Submissions can be sent by email to [nominations@mag-uk.org](mailto:nominations@mag-uk.org) or by post to the registered office address. Submissions received by post on the first working day following 30<sup>th</sup> of June shall be accepted. All proposals should include the name, address and Membership number of*

*the person proposing the matter and the person seconding it. Each nominee must have been a Member for at least 12 months prior to the nomination and must include a manifesto of not more than 1200 words with their nomination.*

*For a full copy of the Constitution visit the MAG wiki and look under 'Toolbox'*

*<https://wiki.mag-uk.org/index.php/Toolbox#Constitution>*

## **Campaigns Report**

***Welcome to MAG's Political Unit – the team that has carried on working in March, April May and June, whatever the challenges of Covid-19. Lembit Opik and Colin Brown have been active, on-line, on the phone and on a mission to protect motorcycling at a time when there seems an absolute obsession with active travel, out of all proportion to its relevance as a serious option for the overwhelming majority of people.***

### **MAG's first Ride to Work Day pays dividends**

Colin Brown thanks all of you who helped make the first MAG organised Ride to Work Day a big success. The participation was impressive, with only positive feedback. The event even made it into the Road Safety GB summary of events over June.

Congratulations to everyone who made your contribution to this important statement of commitment to sensible, congestion-busting ways to keep Britain moving in an eco-friendly and Covid-safe way. Here's how the road safety lobby reported it.

<https://www.stennik.co.uk/t/i-l-xhiakl-qtduudhyk-i/>

It shows that persistence pays, and we're getting into the public consciousness like never before. It also totally justifies MAG's decision to take over this event.

### **Filter Friendly**

The Filter Friendly Campaign will continue to run all year round. We managed to get the short video released on Ride To Work Day and we will be continuing to push the campaign primarily through road safety groups. The great advantage of this campaign is that it is aimed at those who do not ride motorcycles and reinforces the positive benefits that motorcycles provide in the transport mix, whether you ride or not. Please share the video with all your non-riding family, friends, councils and motoring groups.

[https://www.youtube.com/watch?v=FQ\\_H2Qjp-P8](https://www.youtube.com/watch?v=FQ_H2Qjp-P8)

## **URGENT: last chance to speak up against potential ban on new petrol motorcycles.**

As the Political Unit has repeatedly warned, the approaching menace related to the consultation deadline for submissions the Government should ban the sale of new petrol, diesel and hybrid vehicles by 2035 or earlier is almost here.

This would mean that, from a yet-to-be-specified date - you would be banned from buying a new petrol motorcycle in the UK. That will destroy the traditional motorcycling sector, with only those willing to 'go electric' - with all the investment cost, battery fire risks and range anxiety that entails – in position to buy new machines.

Please take this last chance to speak your mind on this consultation. It's literally about your future. Respond at:

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

This is a fight for the right to ride as we know it. If they do what they threaten to do, it's all over.

Some points you may wish to make are:

### **The Government wants comments on:**

- • *The phase out date for new petrol, diesel and hybrid vehicle sales.*
- • *The definition of what should be phased out*
- • *Barriers to achieving the phase out*
- • *The impact this will have on business and society – in other words, on you*
  
- • *What they need to do to achieve the 2035 (or earlier) phase out date*

*MAG can provide comprehensive answers to each of these questions - just get in touch and we'll be happy to provide the information, all backed up by evidence.*

Overall, we do not believe any forced electrification should occur without the Government sharing a credible plan on how the energy will be supplied, how they will deal with the big environmental problems of producing electric vehicles, especially their batteries - and disposing of them. We believe these changes will most disadvantage the least wealthy who have more reliance on cheap, older motorbikes to get around. We also think the Government must show the country an energy generation and charging infrastructure plan that is credible on the stated timetable. At present, none of this has been shared with the public. By contrast, motorcycles present an immediate opportunity for modal shift from high polluting vehicles to much lower polluting ones that also reduce congestion, and therefore secondary pollution as well. They could slash emissions and congestion simply by embracing a campaign of modal shift to motorbikes and scooters. If this emissions agenda really is a massive Government priority, then they must act to shift road users from powered four

wheels to two - and petrol engines are perfectly acceptable in creating an immediate cut in emissions now, if this policy is pursued.

## **Transport Regulatory Review**

Creeping through largely unnoticed and of equal importance to the future of motorcycling is the Transport Regulatory Review. The call for evidence closes on 3<sup>rd</sup> July. Colin is putting together MAG's response on this and also responded to the connected consultation on the proposed e-scooter trials that are being rushed forward in a cart before horse fashion.

The review covers regulation for the future of all transport. The introduction from Rachel Maclean states that their first need "is to try to understand the true benefits, and costs, of each new technology or service". MAG's position can be summed up as: first understand the true benefits, and costs, of each existing technology. No prizes for guessing which transport mode we have in mind there!

This will be an ongoing debate after the call for evidence closes and we plan to raise its profile. You can help by once again asking your MP to support our calls to ensure regulation for motorcycles is fair and consistent rather than disproportionately restrictive.

## **MAG continues to make our case in Covid Coalitions**

MAG continues to play a leading role in the coalition of motorcycling organisations (COMO) to respond to the developing guidance, variable as it is, from Government about how and what you're allowed to use to get around. The coalition consisting of groups like MAG, VMCC, TRF and the BMF have made various joint statements.

## **Three Demands**

Despite the delays from Government in engaging with the COMO group, we are independently ramping up the pressure to get motorcycling recognised as a solution in the post pandemic transport mess. We have pushed 3 very simple demands for policy that will cost no extra money beyond what the Government is currently spending. The aim is simple – to get tax payers money spent in a more cost effective and inclusive manner.

The three demands are:

1. Specifically recognise and encourage the role of motorcycles and scooters as a socially distanced, congestion busting and sustainable transport mode for post-COVID transport in all Government transport messaging.
2. Mandate all local authorities to immediately allow motorcycle and scooter access in all combined bus and cycle routes.
3. Mandate all local authorities to immediately provide emergency secure two-wheeler parking facilities that can be used by both motorcyclists and cyclists.

Help us to get these common sense demands taken seriously by the Government by writing to your MP and calling on him or her to back them.



## **Sadiq Khan facing potential problems over shock return of Ultra Low Emission Zone tax and Congestion Charge tax.**

The London Mayor, Sadiq Khan, continues to bemuse the road using public with his claims that he was not able to stand up to the government's demand for a shock reintroduction of the road taxes he claims he has been forced to bring in as part of the deal to get over £1.5bn to bail out his disastrously compromised travel budget in London.

He has also been utterly incapable of explaining the 'logic' of going along with this taxing regime at the same time the Government has clearly stated we're meant to use private transport wherever possible to cut Covid-19 transmission.

Remember, Government Ministers have confirmed they see motorcycling as beneficial in terms of social distancing. The London transport policy seems now out of Khan's hands, as he obeys orders from Government on what to do. This has caused questions about his leadership ability.

We remind everyone, once again, that the Mayor himself stated motorbikes 'generate far less pollution, save time and money for the rider - and don't create congestion.'

If these illogical policies affect you, we're still looking for case studies that we might feed into legal action potentially being taken against Mr Khan. Let us know at:

01926 844 064, or [email: central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **Nottingham Bus Lane Update**

Now more on that strange Nottingham City Council bus lane trial that nobody knew about and which they're using to make big decisions that make little sense.

Regular readers will be aware they did a 'bikes in bus lanes' trial but didn't announce it properly. Now they're using the 'outcome' to say they're not going to grant access permissions to their original position (i.e. no motorcycle access).

Not a single motorcycle casualty happened during the entire trial, but this appears not to have influenced their thinking so far. MAG is actively challenging this strange turn of events, and at time of writing we are awaiting a meaningful response.

Please contact Nottingham City Council to express your view and ask that they engage with us. You can write to the portfolio holder for local transport, Cllr Adele Williams, at:

[adele.williams@nottinghamcity.gov.uk](mailto:adele.williams@nottinghamcity.gov.uk)

## **Motorcycle Live cancelled**

As we expected, the annual NEC-based Motorcycle Live event has gone the way of most events this year and been cancelled.

Not much to say about that, except to advise you not to show up. There'll be no-one to let you in.



If you normally rely on the event to renew your membership, please ensure you put a reminder in your diary to renew whether online or by calling the office

## **MAG goes digital**

In an impressive display of computer literacy, MAG held its first National Committee meeting in June 2020. Colin and Lembit worked with Selina, MAG's Chair, to create a video of the work they've done. This was followed up by a live, virtual meeting on 13<sup>th</sup> June.

The general verdict was quite positive. It's not quite the same as a physical meeting, because the 'networking' doesn't happen. But it was still a great deal better than no meeting at all.

We could also see that, even in this current situation, there's a huge amount to do, not least because of the threats to our road space by what MAG considers the abuse of emergency powers – a point we cover in the next item.

## **Land Grab for cycles accelerated**

In a very worrying development, the Government appears to be throwing vast sums of money at Councils to get them to use emergency powers to introduce 'temporary' cycle-only thoroughfares where we used to be allowed to ride. This has been explored as the potential subject of legal challenge.

The key point is this: if they're using emergency powers to introduce these measures, they'll have to remove them when the emergency is over – a point we also covered in relation to London.

What's clear is the whole programme is based on unreasonable expectations. Transport for London predicts a ten-fold increase in cycling is possible. Government figures show that at the height of lockdown cycling only increased by 2.5 times. This is a tiny increase and largely consists of the type of leisure activity that most will not have the time to indulge once furloughing is at an end. All we're doing is wrecking the viability of cities like London for normal commuting. We see no evidence to suggest that cycling will ever be more than a small percentage of the commuting solution.

It's a fluid system but a battle looms as the Covid measures recede and the normal needs of a country of 66 million travelling people return.

If your road space is threatened, please let us know at:

01926 844 064, or [email: central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **Making the right kind of Noise**

It won't have escaped your notice that there are a rash of issues emerging about motorcycles and noise. As a political team we are working hard on correct positioning in this argument. We do not wish to condone irresponsible and anti-social behaviour, but equally we are not standing aside to allow irrational and unjustified attacks on the wider motorcycling community. You may have seen the reports via FEMA of discriminatory

policies emerging in various European countries and we need to head that off at the pass before they cross the Channel.

Lembit and Colin are actively working to get sensible and balanced input to issues being raised from Yorkshire to Kent and anywhere else that the issue raises its head.

Both Lembit and Colin are building close relationships. Lembit has engaged in Hawes and Great Dalby and Colin is looking into issues in Rye and Bridgnorth.

If you come across stories of action being proposed to tackle hot spots where motorcycles allegedly speed and/or are noisy, please get in touch. We are happy to get involved to protect responsible riders.

### **Calling riders between 16 and 24: short survey request**

Please help Road safety professionals and others who work with young riders by responding to a survey devised by the [National Young Rider Forum \(NYRF\)](#), road safety professionals looking at issues surrounding young riders. They aim to cut collisions involving young riders by providing improved support and communication. You'll find out more regarding the request here:

<https://roadsafetygb.org.uk/news/young-riders-sought-for-short-survey/>

The survey itself is here.

<https://shinysideup.co.uk/nyrf/rider-survey/>

Closing date is 10<sup>th</sup> July. Thanks for your help.

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**Three  
Demands**

## NOTICEBOARD

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Next ROAD deadline  
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Work in progress  
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See Campaigns pages

# **The MAG Foundation**

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[www.mag-foundation.org](http://www.mag-foundation.org)

**The MAG Foundation Registered Charity no. 1100274**

## **MAG PRESS RELEASES**

**New paper shows the Carbon cost of anti-motorcycle transport policy. 3/6/2020**

The Motorcycle Action Group has published a new paper examining the Carbon cost of poor

motorcycle transport policy. As pressure increases on the Government to properly address the role of motorcycles in the future of transport, MAG demonstrates the huge own-goal scored by transport policy makers over recent years.

The paper "Motorcycle Carbon Emissions" examines the tailpipe emissions from motorcycle commuter trips. Noting that embedded emissions savings from manufacture of vehicles will be highly relevant, and again favour motorcycles over cars, the paper covers direct tailpipe emissions. The paper analyses statistics from the National Atmospheric Emissions Inventory and The Department for Transport.

The conclusion of the analysis is that had policies been put in place to halt the decline of motorcycle commuters, and to mildly promote the mode as an effective commuter choice, the nation could have reduced its Carbon emissions by a staggering 294.3 Kilotonnes over the 15-year period from 2002 to 2017.

Based on a modest 1% modal shift of commuters from cars to motorcycles over 15 years, the estimate is far from exaggerated.

MAG often quotes the findings of the TM Leuven study of 2011, which showed that a 10% modal shift from cars to motorcycles would reduce congestion by 40% and reduce transport Carbon emissions by 7.5%. A modal shift of this magnitude would have equated to a saving of 8.85 million tonnes of Carbon in 2017 alone.

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

"The numbers shocked even me. Bear in mind that my analysis only covers the emissions savings from commuter trips. The savings if the same analysis is applied across the whole range of trip purposes, would be colossal. MAG has long promoted motorcycling as an environmentally friendly transport mode. This analysis shows that our claims are not fantasy. We urge Government and local transport authorities to wake up to the idea that motorcycles are a valid part of future transport solutions. This answer has been under their noses for long enough: now is the time to act."

The Motorcycle Action Group is working with other motorcycling organisations on the "Ride COVID Safe" initiative and is promoting International Ride To Work Day, which falls on 15th June this year.

MAG Chair, Selina Lavender, said:

"Government may not yet actively promote motorcycles, but MAG will continue to rigorously and enthusiastically do so. We can only do what we do with the support of the riding public. There are over one and a quarter million regular riders in the UK, so it would really help for all those riders to join MAG and help us to help them. Together we can protect our passion and save the planet too."

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

## Notes for editors

The Motorcycle Action Group is the leading riders' rights organisation in the UK. Since its inception in 1973, it has campaigned to protect riders' rights and promoted the positive benefits of the motorcycles and scooters as a transport solution.

The Motorcycle Carbon Emissions paper can be found at: <https://bit.ly/M-CCarbonEms>

Key findings of the analysis are:

- The average motorcycle on the road emits around 30% less CO<sub>2</sub> than the average car on the road.
- Emissions from both cars and motorcycles have reduced at a broadly comparable rate over the last 20 years.
- Numbers of motorcycle commuters have reduced by around 35% in the 15-year period 2002 – 2017, whilst car commuters increased by over 11%.
- The emissions cost of motorcycle commuters taking up the car as an alternative mode resulted in an excess of 130.2 Kilotonnes of Carbon emitted to the atmosphere purely as a result of commuter trips made by car that would have otherwise been completed by motorcycle.
- A 1% total modal shift from cars to motorcycles over a period of 15 years would have resulted in a cumulative saving of 294.3 Kilotonnes of Carbon emissions over the period.
- Potential for Carbon emission savings from even modest levels of modal shift to motorcycles is indisputable.

## **Coalition of Motorcycling Organisations to publish updated COVID Safe guidance. 3/6/2020**

Members of the Coalition of Motorcycling Organisations have expressed their deep disappointment at the lack of engagement from Government, but continue to update their guidance to riders. The guidance is tailored to motorcyclists wishing to enjoy the many pleasures and benefits of riding whilst complying with the Government guidelines to prevent the spread of the virus. An updated version taking into account the recent relaxation of the guidelines will be published next week.

Mario Costa-Sa, Chair TRF said:

“It was good to see that the Secretary of State has been able to respond to the needs of horse riders and cyclists during COVID. It would be great to see the riders of motorcycles

treated with similar levels of care and help demonstrate that the safety of motorcyclists is important to his department.”

Selina Lavender, Chair of the Motorcycle Action Group commented:

“It is sad to say that this kind of delay and reticence to engage in dialogue with the organisations representing well over two million motorcycle licence holders appears to be institutional. We are undaunted and will continue to assert the need for riders to be taken seriously.”

The Coalition are drafting an updated set of guidelines which are expected to be published early next week. The Coalition notes that the updated guidelines could have been readied to coincide immediately with the changes to Government guidance had there been engagement with relevant officials.

Bob Clark, Chair of the VMCC said:

“The need to play catch up, and the consequent delay in publishing the new Ride COVID Safe guidelines is a clear demonstration of the need for Government to engage with us.”

Jim Freeman, BMF Chair said:

“As the Chair of an organisation representing around 60,000 voters, I will be reminding our members of this government’s failure to engage with it’s citizens, on this issue, come election time.”

The Coalition of Motorcycling Organisations consists of the Motorcycle Action Group (MAG), the Vintage Motorcycle Club (VMCC), the Trail Riders Fellowship (TRF), the British Motorcyclists Federation (BMF) and IAM RoadSmart.

Issued on behalf of the Coalition of Motorcycling Organisations by the Motorcycle Action Group

Press and other enquiries c/o MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **Updated COVID 19 Riding Guidelines published by the Coalition of Motorcycling Organisations 10/6/2020**

The Coalition of Motorcycling Organisations have today published their updated COVID 19 Riding Guidelines for motorcyclists. Including clear advice on group riding now that lockdown restrictions are relaxing, the guidelines allow motorcyclists to maintain their mental well-being by riding their bikes whenever they can legally and safely, whilst complying at all times with Government guidelines. The revised guidelines also carry advice for COVID-safe incident management courtesy of James Sanderson, the founder of Biker Down UK.



The Coalition continues to await engagement with Government officials, a source of great dissatisfaction amongst the members. Despite the reticence being displayed by the Government the Coalition remains committed to interpreting rapidly changing legislation and guidance and translating it into clear motorcycling related advice that will benefit all riders in all situations.

Lead authors of the updated guidance were the Vintage Motorcycle Club's Roger Bibbings and IAM RoadSmart Head of Riding Standards, Richard Gladman.

Richard said: "As the COVID restrictions begin to relax it is important we remember how close we could be to further lockdown restrictions if the infection rate escalates. We as motorcyclists are duty bound to help in any way we can, the relaxation has allowed us to gather in small groups as long as we adhere to social distancing rules. The guidance document we have prepared helps with best practice and is intended to help us court the right sort of publicity. Motorcycles are a safe viable form of socially distanced transport but also a great support for mental wellbeing"

Roger added: "Although the initial peak has now passed, COVID 19 remains a potentially deadly infection that can be passed on unknowingly to others. These guidelines are designed to help motorcyclists play their part in getting on top of the pandemic. They are relevant even to group rides that happen quite informally but which in practice still need to be led by someone. So 'decide who is in charge' and 'stay COVID safe at all times' are the two key messages for all motorcyclists who are riding together".

The Coalition of Motorcycling Organisations has also expanded its ranks. The member organisations are now the Motorcycle Action Group (MAG), the Vintage Motorcycle Club (VMCC), the Trail Riders Fellowship (TRF), the British Motorcyclists Federation (BMF), IAM RoadSmart, the Auto Cycle Union (ACU), the Triumph Owners' Motorcycle Club (TOMCC) and Biker Down UK.

A full copy of the updated guidance can be found at <https://bit.ly/COVIDRideV2>

## **The Motorcycle Action Group demands immediate three-point Government action. 17.06.2020**

The Motorcycle Action Group are demanding immediate action by Government to include motorcycles in the COVID lockdown exit plan. Amid press reports of rocketing demand for motorcycles and scooters, MAG is demanding that Government support this common-sense approach to commuting challenges. MAG claims that three demands will cost not one penny of additional spending to implement yet will have a significant impact.

**The demands are as follows:**

**1. Specifically recognise and encourage the role of motorcycles and scooters as a socially**

distanced, congestion busting and sustainable transport mode for post-COVID transport in all Government transport messaging.

2. Mandate all local authorities to immediately allow motorcycle and scooter access in all combined bus and cycle routes.

3. Mandate all local authorities to immediately provide emergency secure two-wheeler parking facilities that can be used by both motorcyclists and cyclists.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "The time has come to forget about asking politely, and start demanding. None of these proposed measures will cost Government a penny more than they have already committed to spending, yet could provide a meaningful level of support for those who recognise the benefits of commuting by motorcycle. I would defy any Government Minister to come up with a logical reason not to support these proposals to spend public money more wisely. The time for procrastination is over. We have an economy to rebuild and a transport solution whose time has come."

MAG's Chair, Selina Lavender, said "We have waited for engagement and polite debate for far too long. These three simple proposals must be acted on now."

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

Issued on behalf of the Coalition of Motorcycling Organisations by the Motorcycle Action Group

Press and other enquiries c/o MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **A big thank you and an important rally update . 22.06.2020**

The Motorcycle Action Group has been overwhelmed by the generous donations of members and those that would have attended the Farmyard Party rally this weekend, and we wish to thank you all for your thoughtful contributions. We are so grateful for the amazing support that will help enable us to continue fighting for riders' rights.

We know that some of our members regularly take the opportunity to renew their membership at this event, so we warmly invite them to either contact the office on 01926 844 064, or go online to renew at [www.mag-uk.org](http://www.mag-uk.org)

For those who have not yet seen the various options available for this postponed event, and the cancelled Into The Valley rally, please see below for the latest update from the organisers, MAGic Action Promotions:

Earlier this year we made the difficult but sensible decision to cancel Into The Valley 2020 and to postpone the Farmyard Party, currently to a provisional date of September 25th-27th.

We still have some events that remain in our schedule at the present time, including Yorkshire Pudding Rally (although given its date of late July, it is likely that this too will have to be cancelled or postponed), and all events will continue to be reviewed on a case-by-case basis. So, if we are allowed gatherings, and it is safe to do so, and you buy tickets, we will see you at one of these events.

Please contact MAGic Action Promotions with regards to any rally related query please email [enquiries@mapevents.co.uk](mailto:enquiries@mapevents.co.uk).

For the latest information please check the website [www.magicactiononline.co.uk](http://www.magicactiononline.co.uk) or [www.facebook.com/YorkshireMAGRalliesAndEvents/](https://www.facebook.com/YorkshireMAGRalliesAndEvents/) as lockdown and social distancing is now changing on a weekly basis.

Tickets can be booked now at [www.magicactiononline.co.uk](http://www.magicactiononline.co.uk) or by calling 0800 988 3199.

Thanks to each and every one of you for your support. Take care till we see you in a field (hopefully sooner rather than later).

Pete.

And please don't forget, you can also contribute to MAG's fighting fund via the Donate button on the website.

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

## **Three demands: MAG ramps up pressure on Government.**

24/06/2020

The Motorcycle Action Group are ramping up pressure on Government to consider its 'Three Demands' campaign. In a call for motorcyclists to write to their MPs, MAGs point out that riders have every right to demand that funds are spent for the benefit of all.

The Motorcycle Action Group wrote to the Transport Secretary, Grant Shapps, last week with a set of three demands.

### **The three demands**

1. Specifically recognise and encourage the role of motorcycles and scooters as a socially distanced, congestion busting, and sustainable transport mode for post-COVID transport in all Government transport messaging.

2. Mandate all local authorities to immediately allow motorcycle and scooter access in all combined bus and cycle routes.

**3. Mandate all local authorities to immediately provide emergency secure two-wheeler parking facilities that can be used by both motorcyclists and cyclists.**

Despite calling for immediate action last week, there has been no response from Mr Shapps or the Department for Transport.

MAG's Director of Campaigns & Political Engagement said:

"We wrote to Mr Shapps with three perfectly reasonable demands. Nothing that we are asking for requires the Government to find a single penny of additional funding. Our demands simply ask that common sense is applied to mandates on the spending of tax-payers' money. It will take the work of a few moments to take the action we are calling for. When we said we wanted immediate action we did mean exactly that."

Ramping up pressure

MAG is asking its members - and the wider motorcycling community - to write individually to their local MP. They are urging members to make just one simple request: "Will you support MAG's three demands?"

MAG's Chair, Selina Lavender, said:

"It will cost the Government nothing to modify future messaging. Not one penny need be spent to ensure motorcycle access to new bus lanes. Making new cycle parking facilities dual use will, again, cost the Government nothing. But having to correct the mistake of inaction at a later date will be very costly. The Government must show real leadership. Will the Government listen to common sense? Maybe – if riders help us to create enough pressure."

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

Notes for Editors:

Link to original letter to Shapps: <https://wiki.mag-uk.org/images/0/01/18061901.PDF>

***Below is a template letter you may wish to use or adapt but, whatever, please just write/email them. Thank you.***

Dear [Your MP]

I am writing to you as a constituent, with urgent COVID-19 related concerns.

My name and address details are:

[Your name]

[Your address]

[Your Postcode]

The Government is refusing to listen to motorcyclists like myself in terms of our future transport challenges as the Coronavirus lockdown eases.

The Motorcycle Action Group has written to Secretary of State, Grant Shapps with three simple cost free and yet effective policy requests. These policies, if acted upon, could greatly ease our national transport issues and support my personal transport preferences for virus transmission-safe travel. The proposals will generate no extra cost implications beyond the funds already pledged by the Government to help local authorities reallocate road space and provide space for active travel.

The three policies being demanded by MAG are:

1. Specifically recognise and encourage the role of motorcycles and scooters as a socially distanced, congestion busting, and sustainable transport mode for post-COVID transport in all Government transport messaging.
2. Mandate all local authorities to immediately allow motorcycle and scooter access in all combined bus and cycle routes.
3. Mandate all local authorities to immediately provide emergency secure two-wheeler parking facilities that can be used by both motorcyclists and cyclists.

I would like to ask you, as my representative in Parliament, to support me by calling on the Government to take heed and implement these policies as soon as possible.

I hope that you will take urgent and positive action on this and look forward to hearing from you with any progress made.

**Three  
Demands**

# FEMA

## Is there finally a safer alternative to cable barriers?

FEMA News: June 4, 2020

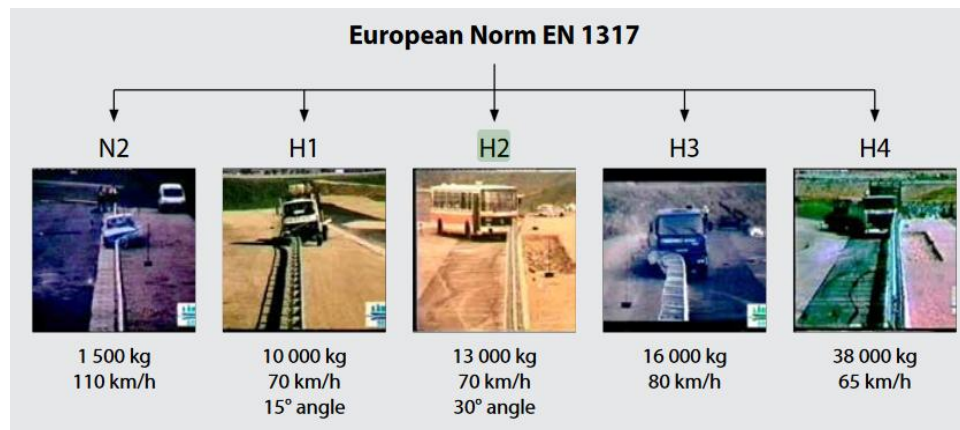


Let's not fool ourselves: no crash barrier is really safe for motorcyclists, but smart designers are able to think of barrier systems that could improve motorcyclists' safety.

FEMA talked to Roberto Impero, general manager at SMA Road Safety, the Italian company that developed and produces the Andromeda barrier, a so-called 'smart barrier'. Roberto explains: "The barrier is equipped with a LED lighting system which makes driving in fog or at night safer. With special sensors the barrier can notify the rescue services autonomously and in real time in case of an accident; it sends the location of the impact and warns oncoming traffic with light signals. In the future, the barrier can even communicate with self-driving vehicles." <https://www.smaroadsafety.com/en>

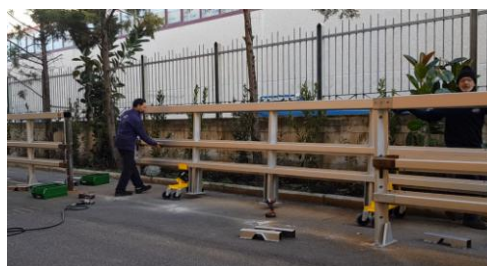
But what immediately caught our eye at FEMA were not the flashing lights and electronic gadgets, but the barriers' other characteristics that could improve motorcyclists' safety.

**Topside protection** – The posts on this barrier can be protected by installing a motorcycle protection system and the top of the barrier is closed off; for motorcyclists that come into contact with a guard rail, the exposed posts and a razor-sharp top are the two most dangerous elements of the system. Over 50 percent of the crashes of motorcycles with road restraint systems, some research studies even speak of 60 percent, are with the motorcyclist still sitting on his bike. So, a smooth topside of crash barriers is important to avoid serious injuries or even casualties. The Andromeda barrier is a see-through barrier; the space between the posts can be filled with a grid or with a 'window' made of polyethylene terephthalate (PET). This feature prevents anything from getting caught on the posts, but it also means road users can still see their surroundings.



**Cable barrier** – The compact width of the barrier (140 mm for the H2 classification or 220 mm for the H4 classification) means it can be fitted as a median barrier almost anywhere. This of course leads to the question if this could be a safer alternative to the cable barrier or wire rope barrier, which most motorcyclists fear. Roberto: “It is really difficult to compare the cable barrier to the Andromeda barrier. Cable barriers as median barriers do not need a lot of space to install either, but in case of an impact with for example a bus, the deflection of the cable barrier is quite big, sometimes a couple of metres. The deflection of the Andromeda barrier is limited to 60 centimetres.” This means that with a cable barrier, the vehicle that hits the barrier may end up in the lane of oncoming traffic.

<span style="display: inline-block; width: 0px; overflow: hidden; line-height: 0;" data-mce-type="bookmark" class="mce\_SELRES\_start"></span>



**Repair and maintenance** – The Andromeda barrier also has some characteristics that are of importance to road authorities and emergency services. Roberto Impero: “Andromeda is a modular system, built of modules of six meters, so anytime you need to open it for an



emergency, you just loosen the bolts and open the and remove one part. It also makes it very easy and cheap to replace a part of the barrier after an impact.”

**Invest in our safety** – The Andromeda barrier was planned to be crash tested with a motorcyclist protection system fitted, but due to the COVID-19 pandemic that test had to be postponed. FEMA’s DolfWilligers: “It is great to see how companies like SMA Road Safety keep developing better and more effective road restraint systems, but this will not lead to any improvement in motorcyclists’ safety if these new systems are not purchased and installed along our national roads. Therefore, we need the national motorcyclists’ organizations to continuously talk to their road authorities and convince them to invest in our safety.”

*Because of travel restrictions due to the COVID-19 pandemic, the meeting with Roberto Impero was conducted through Skype.*

*Written by WimTaal*

*Top photograph by WimTaal, other images and video provided by SMA Road Safety*

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## Motorcyclists & COVID-19: the stories you may have missed

FEMA: June 22, 2020



All over Europe bikers have been helping out during the COVID-19 pandemic. FEMA’s Dolf Willigers brings you some of the heart warming stories you may have missed.

While most of us were forced to stay indoors and work from home and at best could do some shopping and go to our work when we had a ‘vital’ profession, motorcyclists all over Europe proved their added value by supporting the health care services and (mostly elderly) people who suffer most from the circumstances during the Corona crisis.

It isn’t documented



too often, but everywhere in

Europe volunteers, often unorganized, started to do shopping for people who could not do so themselves, for example because they do not have their own transport or are not able or allowed to leave their homes. In an article in the French magazine Moto Magazine, connected to FEMA member FPMC, some of these volunteers are mentioned, like Marc Lauvergeat, who rode many kilometres on his Honda Pan European to deliver food and also to distribute clothing, shoes and tents to homeless people.

The United Riders in France went out to help the homeless (picture courtesy of United Riders)



AMM volunteers in Spain buy milk for children in need (photograph courtesy of AMM)

The United Riders in France also care for the homeless in this crisis and distribute necessary supplies to them. The same kind of activities were to be seen in the United Kingdom, for example by the Phoenix Motorcycle Club in Stoke-on-Trent. In Spain, volunteers of our member AMM (Asociación Mutua Motera) distribute food and initiated a collection to buy milk for children from families in need. Probably there have been more of this kind of initiatives that I just do not know of.

More attention was given to the many riders who supported the health services. Of course, the Blood Bikes volunteers in Ireland who already did much work in distributing blood, blood products, breast milk, medical products, samples for testing, test results or transplant related tissue between hospitals. During the Corona crisis they transport personal protection equipment (PPE) too. Also in Ireland a motorcycle club called Dead Ducks MCC do the same. In Northern Ireland this is done by the riders of the Volunteer Bikers Group, who already clocked over 37,000 miles (almost 60,000 kilometres).

In the United Kingdom an example of such work is Bike Shed, an organization of volunteers who collect personal protective equipment parts for assembly, deliver assembled PPE gear to front-line healthcare workers, along with food, medicine, and will also be distributing NHS lung-capacity testing kits.



The volunteers of FPMC PPC transport face masks (photograph courtesy of motomag.com)

In France again, the volunteers of FFMC PPC (Paris Petite Couronne) transport face masks that are produced by two collectives: CouturièresSolidaires and Les Petits Masques Solidaires. In Paris the motorcycle taxi company Felix-Citybird transported free of charge medical staff who would express the need. Here I should also mention the initiatives to supply health care workers with motorcycles (Triumph France, taken over by the mother company in the UK), the donation of 100,000 mouth caps by Cityscoot. In the Netherlands sharing scooter company Felyx makes electric scooters (mopeds) available to restaurants (for a reduced fee) that can use them to distribute meals while they are closed or cannot operate fully.

Last but not least I could also mention the initiative in Sweden where every year on 6th of June the members of SMC Jämtland go their county governor to collect Swedish flags. Then they bring the flags all over the huge county to the citizens who have applied for one. This year the national celebrations are cancelled due to corona. Instead the members of SMC Jämtland have decided to collect money and buy 60 cakes to deliver to staff at hospitals and nursery homes. Again, this is just what I am aware of, probably there have been many more initiatives.

Despite all the negative attention we motorcyclists are getting these days because of sound emissions, it is good to see that many motorcyclists – and others who are involved in motorcycling – manage to use their time, bike and other resources in a positive way and are able to help others. Many of these activities were covered by local magazines or by motorcycle magazines. It also shows the positive sides of motorcycling: the agility in urban areas and jammed traffic, the possibility to go from door to door without too much trouble with parking, the speed, especially in urban areas and last but not least the flexibility. Add to this the possibility to carry a substantial amount of luggage (much more than on a normal push-bike), also the ability to maintain social distancing, and it is obvious why so many motorcycles were used during the Corona crisis and will be used after the Corona crisis. Again, motorcycles are (part of) the solution.

*Written by DolfWilligers. Top photograph courtesy of Emma Lou (Bike Shed Community Response)*

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## **How motorcyclists spend the summer holiday in 2020**

FEMA News: June 24, 2020





More than 90 percent of Europe's motorcyclists will take a motorcycle holiday this summer and they are willing to spend their money. Recent news about stricter sound checks in certain countries has not affected their holiday plans.

FEMA conducted a quick on-line survey to find out how many motorcyclists will travel abroad on their bike in the summer of 2020 and how big the financial impact will be on the countries motorcyclists visit.

- For more than 92 percent of the respondents, their motorcycle is the vehicle of choice when it comes to this year's summer holiday.
- The motorcycle community is split down the middle when it comes to the choice to spend the holiday in their own country (51,15%), or to travel abroad (48,85%).
- For the motorcyclists that travel abroad this summer, the favourite destinations are Germany (14,81%), France (13,33%) and Italy (12,10%).
- On average motorcyclists spend €1.110,65 on fuel, food & drink, accommodation, et cetera during their motorcycle holiday.
- A large majority of the respondents (65,82%) say their choice of country has not been influenced by recent news about stricter noise/sound checks in countries like Germany and Austria.

*Written by WimTaal. Photograph by A.P. Groeneveld*

To download a pdf file with the survey's full results go to:

[https://www.femamotorcycling.eu/wp-content/uploads/documents\\_library/FEMA\\_survey\\_summerholiday2020.pdf](https://www.femamotorcycling.eu/wp-content/uploads/documents_library/FEMA_survey_summerholiday2020.pdf)

*This article is subject to FEMA's copyright.*

**Please note that I have removed the photographs and graphics from the following article because, for some reason, they didn't reproduce well here. However, I thought you'd like sight of the original text because, well, we all like a bit of noise to our bikes!**

## Why Are People Complaining About The Sound Of Motorcycles?

- Blogs

*June 10, 2020*

In the past weeks we have seen disturbing reports from all over Europe about road closures and other restrictions as a result of complaints about motorcycle sound. FEMA's Dolf Willigers asks: Is there a war going on against motorcyclists?

Recently I received a message with the question if there is a war going on against motorcyclists. One could think so. First there was a motion that was adopted by the German Bundesrat (Senate) that demands for road closures for motorcycles in the weekends and on public holidays, a sound emission limit of 80 dB(A) in all riding conditions for motorcycles and possibilities to enforce speed limits for motorcycles that go against the constitution. Then there was this road closure of several well-known roads in Austria for motorcycles with a standing sound emission of more than 95 dB(A). And we saw articles in newspapers and items on the television news in the Netherlands in March about the annoyance caused by motorcyclists. More recently we saw the large number of complaints that our British member organizations received about sound emissions from motorcycles.

Last year a 'sound camera' was introduced in France because of alleged excessive sound emissions from motorcycles and the British Department for Transport has also announced that they will install these 'acoustic cameras'. Last year it was also stated that motorcycles had by far the highest external costs per person kilometre in a (very questionable) study by CE Delft that was ordered by the European Commission about the internalization of external costs of transport modes (say, the costs for the society caused by the different transport modes that are not paid for by the users themselves). The main cause, according to this report, was the sound emission of motorcycles.

Before we draw any conclusions, we should look at the backgrounds. Noise is seen by organizations like the World Health Organisation and the European Commission as a health issue with a large impact. Research shows that too much noise has a negative impact on sleep and causes health- and other health problems. It is also a growing problem, and transport is seen as one of the major factors. The number of cars, motorcycles, trucks, agricultural tractors, airplanes and trains has grown enormously in the past decades and although the engines make less sound than they did in the past, especially with higher speeds the engine sound is not the biggest contributor to the sound emission. Other factors like the tyres are, with the exception of motorcycles, agricultural tractors and trucks. And although transport is an important factor, it is not the only one. On a sunny day you hear lawn mowers everywhere, power drills, grinders, sanders, high pressure sprayers, leaf blowers and other machines that often have a very high sound emission. Sound is

everywhere and always there, especially when you have the intention to quietly spend your weekend in the sun in your back garden. Nevertheless, you hardly hear people complain about all these other sources of sound, but every spring there are complaints about motorcycles. Why is that?

Complaints about motorcycle sound emissions are not new. In Germany, the fight of environmental organizations against motorcycles is longstanding. The 'Vereinigte Arbeitskreise gegen Motorradlärm' (united working groups against motorcycle noise) exists since 2005 and is a very active lobby organization against what they see as excessive motorcycle sound emissions. Attempts to introduce legislation against motorcycles, especially motorcycle sound, were seen in the past too. Without success by the way, although the phenomenon of road closures is not new in Germany. In Austria complaints about motorcycle sound emissions are not new either. This resulted in a study for the Tiroler authorities in which the ban of loud motorcycles was advised after 571 residents of the Reutte district in Tirol were interviewed in 2018. An interesting observation in the study was that the respondents considered motorcycle sound emissions much more annoying than that of two-track vehicles. Motorcycle sound emissions with a volume of 40dB was perceived as 'highly annoying' by 50% of the respondents (40 dB is the lowest limit of urban ambient sound, compatible with the sound level in a library). The same volume with cars and trucks was only perceived as 'highly annoying' by 14% of the respondents. The high-pitched sound of light super sport bikes was seen as much more annoying than that of large motorcycles with a low-frequency sound.

'The perception of sound is very personal and subjective'

If there is indeed a war against motorcycles, it isn't new and it isn't everywhere. Many people see motorcycles as dangerous (not only for the riders themselves, but also for other road users) and noisy. The perception of sound is very personal and subjective. The Austrian study suggests that the experience of motorcycle sound is influenced by this perception of motorcycle being dangerous. The fact that only 40 dB motorcycle sound is enough for half the population to get annoyed suggests that it is not only the volume, but also the sound (especially of light super sport bikes) that causes the annoyance. This is something we can't do much about.

However, the louder the motorcycle, the further away it can be heard. Especially the high vibrations of smaller engines can carry far. The farther sound carries, the more people get annoyed and turn themselves against this annoyance. First against the sound itself, later against all motorcycles. When motorcycles are not socially acceptable anymore then we have a problem and then you could speak of a war against motorcycles. But in the end it's up to the industry and ourselves: loud noise, caused by too loud motorcycles and by antisocial behaviour (fitting loud pipes, riding with high RPMs) first leads to a growing

annoyance and reactions from the public, later also from road authorities, resulting in more road closures and other restrictions.

The fact that the industry still makes motorcycles with a standing sound emission of over 90 dB(A) is disturbing, as is the behaviour of some motorcyclists who don't seem to be able to understand the consequences of their acts. The solution is simple: motorcycles should be less noisy by design and riders should not fit loud pipes and ride in a normal way..

*Written by Dolf Willigers*

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## **Awards recognition for RideFree scheme**

**Road Safety GB: 25 June 2020**



**A scheme which aims to improve the safety of young motorcyclists – by improving CBT training – has been named the winner of the 2020 CIHT Kier Road Safety Award.**

The award, presented by the Chartered Institution of Highways and Transportation (CIHT), celebrates initiatives which improve road user safety through 'excellent practice, design and technical application'.

It is presented in recognition of the CIHT's former director of technical affairs, John Smart, who passed away in 2012.

The 2020 accolade was awarded virtually to RideFree – a DVSA-approved scheme developed by Agilysis in partnership with Highways England: <http://www.ridefree.co/>

RideFree invites young powered two wheeler riders across the East of England to take part in one of four alternative training approaches free-of-charge.

Participants first complete the training and then answer questions about how the course went, and motorcycling in general.



RideFree is available to 16-24 year-olds and aims to help the Government look at how to deliver motorcycle training in the future.

The awards panel described the project as “an outstanding example of rigorous intervention design, partnership working, stakeholder engagement and robust evaluation to create an evidence-led behavioural programme”.

Tanya Fosdick, head of research at Agilysis, said: “Having a strong research influence throughout this project has enabled us to build in evidence and evaluation from the start.

“The project involved creating high quality training materials delivered through an integrated digital platform. The evaluation enabled us to track participants and learn how the training performs to inform changes in delivery and policy.”

The long-term future for RideFree is set to be announced in the coming weeks, with plans to roll it out nationally.

### **Websites you may wish to visit:-**

Press release: Drivers granted 7 month photocard licence extension

<https://www.gov.uk/government/news/drivers-granted-7-month-photocard-licence-extension>

Guidance: How DVSA uses automatic number plate recognition (ANPR)

<https://www.gov.uk/government/publications/how-dvsa-uses-automatic-number-plate-recognition-anpr>

FEMA: Why banning ‘loud’ motorcycles will not work in Tirol

<https://www.femamotorcycling.eu/banning-motorcycles-in-tirol/>

FIM: Two Wheels for Life working harder than ever

<http://www.fim-live.com/en/article/two-wheels-for-life-working-harder-than-ever/>

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