



January 2022

Network

A networking tool providing information Activists and other interested parties

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Acknowledgements:- George Legg, Colin Brown, Lembit Opik, FEMA, Julie Sperling plus anyone else I've forgotten.

Editorial

As usual this time of year, there doesn't seem to be much 'out there' relevant to motorcycling to include in this edition except from MAG's Campaigns Team who seem to be 'carrying on as normal'.

Anyone lucky enough to be travelling to or through Denmark this year - just be aware of the new laws of roadside inspections for motorcycles!!! You'll find this information under the FEMA section. Why they've singled out only motorcycles is anyone's guess.

You'll see that, under the heading, 'websites you may want to visit' I've included a couple of pieces on 'electric scooters'. I've included these for a reason - I remember at one National Committee Meeting the subject of these being discussed with the concern that any accident statistics relating to these would be included in those of motorcycles under the heading 'powered two wheelers'.

Don't get me wrong, the concept of 'e' scooters could be advantageous BUT, people have to know the law around them - at least a provisional licence, adhere to the road traffic act, do not use privately owned scooters on anything other than private land with the owners permission etc., etc.

Here in Bristol we're one of the experimental cities and, not putting too finer point on it - these are an utter nuisance (polite version).

Actually, its not the scooters that are problematic but the majority of idiots (polite version again!) who hire them, who ride on the pavement, don't park them properly so they are laying on pavements causing an obstruction. Deadly to the blind or partially sighted and not that good for the elderly, disabled or wheelchair users.

And, don't even get me started on the private ones. Not that this is totally the fault of the gullible people who've bought them but more those selling them who think only of a sale and not of the law surrounding use/ownership.

I won't go into the accident/fatality stats here because I don't know them. All I do know is there have been serious accidents, fatalities and drink driving.

In conclusion, basically, as things stand at the moment my own personal view is that they're a pain in the butt.

On that cheerful note 😊 I just want to wish you a heathy 2022, that this virus eventually does one - and that motorcycle events happen. So far, its looking 'not too bad' - Joe, Bristol MAG rep, is taking the Regional MAG stand to the Custom and Classic at Shepton Mallet in February with a team of helpers and Western Region are having a MAG Awareness Day at the Calne Bike Show in July. Things are looking up. Bring it on.

Catch you next time, AG

Please submit copy for the next edition to:- aine@mag-uk.org. subject heading: Network by 25th January

CAMPAIGNS REPORT – LEMBIT OPIK AND COLIN BROWN

As the new year begins, the country – and the world – continue to face the same challenges as we had in 2021. MAG's Political Unit has a clarity of purpose that guarantees the voice of riders is louder than ever, and at a higher level of influence than we've achieved before. This makes Lembit Öpik, MAG's Director of Communications and Public Affairs, and Colin Brown, MAG's Director of Campaigns and political Engagement, confident that whatever comes our way in 2022, we're ready for action in defence of riders' rights.

Anti-Tampering in line for Parliamentary Debate.

As you will all be aware the anti-tampering consultation has been probably the highest priority for most riders. MAG's increasing membership figures and feedback at the NEC Motorcycle Live confirm that this is the key immediate priority.

A petition was raised, which at time of writing has reached over 103,000 signatures which means that a parliamentary debate should be scheduled. On 21st December the Government issued a response on the 10,000 signature milestone being reached. The petition and response can be seen here: <https://petition.parliament.uk/petitions/600954>

The key next step that you can take is to contact your local MP to explain the issues with the proposed legislation and ask for his/her support by taking part in the debate and representing your views at that debate.

The key message will be that the proposals as written did not align with the stated goals of the proposed legislation. No evidence has been provided to support the proposals as presented and that they must be rejected. We are not opposed to further investigation into the genuine issues of concern, but this must be done openly and with support of those potentially affected by any potential proposals.

MAG's political team are happy to speak to any MP to explain and discuss our position ahead of any Parliamentary debate.

Not sure who your MP is, or their contact details? You can search for the details using your postcode here: <https://members.parliament.uk/FindYourMP>

ICE future for motorcycling is not dead.

Consultation on the 2035 or sooner proposal for phasing out 'non-zero emission at the tailpipe' motorcycles has slipped beyond the promised date. In July the Government promised that the consultation would take place in 2021. The current expected dates are yet to be confirmed but likely to be late Feb or early March.

MAG are not prepared to back down on opposing this arbitrarily timetabled coercive policy.

Colin has been involved in two meetings with DfT officials and a meeting with new DfT Minister Trudy Harrison in December. This is an extremely complex issue and MAG's position is being clearly stated and explained directly to policy makers.

There are rational arguments for continued use of ICE motorcycles. It must be accepted that rational argument alone will be insufficient to win this battle. We need not deny or be afraid to explain emotional and philosophical positions as well as scientific argument. Whatever your view on environmental issues, if you want the right to continue riding ICE motorcycles that is legitimate. Your opinion should be heard and not treated dismissively. You can support the campaign by contacting your MP and making your views known.

Motorcycles are a sustainable transport mode that help to reduce emissions – all emissions. As such simply using the same policy approach as for cars and vans is illogical.

If you do not feel able to confidently make the case yourself, then encourage your MP to contact MAG's political team directly. We are here to support you and ensure that the ICE motorcycle remains an option for any rider that chooses one. We are not dictating what motorcycle type you choose, but importantly nor should the Government. The debate is complex, but we believe that there is no justifiable case for such a policy and we are happy to explain why in far more detail than we can put in one or two paragraphs here.

MAG's new Chair meets with Greater London Assembly

MAG's new Chair, Neil Liversidge, gave evidence to the Transport Committee of the London Transport Committee on 14th December (2021). The purpose was to hear the views of MAG and other road user groups in relation to the much vaunted 'Vision Zero' safety agenda, which seeks to eliminate ALL road deaths by a certain date.

Neil set out the need for all road users to 'own' their safety, observing that there is a clear tendency for some road user groups to act as if they require other people to 'own' their safety, instead of owning it themselves. He made clear that this has never been the attitude of bikers, and it shouldn't be the attitude of others either. He went on to clarify the dangers of road narrowing in terms of safety for bikers.

In the context of a massive emphasis in the meeting on cyclists and pedestrians, Neil indicated the unsatisfactory situation whereby cycling investment appears to have

been disproportionately high, while other road users are all being expected to labour under a more restrictive – and potentially risky - road environment.

The Deputy Chair of the Transport Committee, Keith Prince challenged those advocating 20mph speed limits to provide evidence that these have resulted in a measurable improvement in safety. Perhaps surprisingly, the low speed advocates were unable to provide this – and nor did they have any answer when Mr Prince cite the experiences in Portsmouth and Bath, where casualties actually increased when 20mph speed limits were brought in.

In another development, Neil noted that London's motorcycle fatalities had gone down from around 30 per annum to around 6. By contrast, cycling fatalities have increased by 41% across the country during lockdown. The officers made no attempt to explain why they have frequently cited biking as dangerous, while at the same time promoting cycling. MAG is not here to oppose cycling, and Neil made the point his whole family cycles, so he's not opposed to the mode. Nevertheless, it was clear that Transport for London can't condemn motorcycling on safety grounds while simultaneously promoting cycling. In a separate part of the discussion, Neil was also able to point out that the ULEZ charges are a tax on less wealthy commuters.

Overall, this was a healthy, robust and timely debate, with MAG very much leading thinking about motorcycling in the Capital.

Choice in Personal and Public Transport expands

As the Government continues to promote its stated goal to ban sales of any new scooter or motorcycle powered by an internal combustion engine (ICE) by 2035, we continue to step up the pressure for data and dialogue.

The campaign has been joined by others who are aligned to MAG's concerns, and this is leading to a more questioning approach in Parliament, led by Craig Mackinlay MP. Extensive data from over 3,000 motorcyclists is also now available from a giant survey conducted by Fair Fuel UK. The numbers are so significant that they are likely to prompt some sort of news debate about who thinks what about the validity or otherwise of an ICE ban. If you would like to support the campaign, for example by speaking up in the media or writing to your local papers, please let Lembit know at lembit@mag-uk.org and we can discuss what you'd like to do to assist with the campaign.

Niche machine-moving problem?

If you move your machine from the UK to the European Union, you could end up with a big bill. That's because various countries on the continent are liable to charge big fines or impose large duties for the privilege of transporting your bike – an apparent consequence of Brexit. If this affects you, please let us know at the Political Unit. We're asking because the number of fellow bikers affected will establish how heavily affected MAG members are by this financially serious matter, and that in turn will determine what level of pressure we need to exert to rectify the matter.

Breaking into mainstream media

GB News interviewed Colin Brown in December, about motorcycle related issues, including e-scooters. Colin did a very good job and will very probably be invited back as the voice of riders on the channel.

Colin has also written an Op Ed article for politics.co.uk which should publish between Christmas and New Year.

We have reasonable coverage within specialist motorcycle media, but a key need remains for greater exposure for motorcycling in mainstream media focusing on issues beyond the latest crash or anti-social rider. The environmental policies, congestion and air quality are broad areas of interest where motorcycles have a key role that needs coverage.

Remember, you can easily get onto local radio, simply by calling into any of their phone-in shows. They always welcome new voices and policy positions. For guidance or a chat on being on the media, please contact Lembit at lembit@mag-uk.org and he'll be happy to assist.

Great job at Motorcycle Live

Hats off to Bill Green and his amazing team at Motorcycle Live in Birmingham's NEC. Many joined - and many more came to the stand, professionally organised and run by Bill. Colin Brown and Lembit Öpik also attended, as did their boss, Julie Sperling. Colin and Julie also met with the head of the Motor Cycle Industry Association, Tony Campbell. Colin also seized the opportunity to speak to senior figures in the motorcycle manufacturing world to gain insights into their thinking on the future of motorcycle technology. The common message was that battery electric is not a solution for all applications.

This event is a showcase for MAG and we can gauge what matters most to our fellow riders. It was clear from the conversations that a key worry is the potential end for modifications for motorcycles as a result of threatened 'anti-tamper' legislation. A number of riders joined MAG on the spot because they're so incensed by the possible restrictions to their freedom to work on their machines.

Well done Bill, for another superb performance on behalf of MAG at the show. Your efforts underlined our status as the foremost riders' rights organisation in the UK.

Boyd/Churchlow at Northern Ireland transport table

Martyn Boyd, the human dynamo who leads MAG's work in Northern Ireland, has ensured we were excellently represented by at a series of consultations on various aspects of Northern Ireland transport policy in December 2021. This duo spoke up from the rider's perspective and proved once again that all you need to achieve results is a voice and a point of view. What's most important here is that we were there, heard and respected.

You can do the same thing where you live – with the local authority or other political bodies. Feel free to call the Political Unit at any point to chat about how to do this and where and when it's best to intervene with the biker's point of view. The more we

do this, the more we can influence policy development around the country. This also prevents the crushing response: 'well you never told us what you thought at the time, and now it's too late.'

National Pothole Day

15th January 2022 is National Pothole Day. Colin will be appearing in a video as part of the National Pothole Day campaign, and will be writing to Transport Minister, Grant Shapps in advance of the campaign day. The national campaign will be focusing on innovation in terms of dealing with the national disgrace that is our crumbling road network. MAG will be placing a particular emphasis on national policy and local authority funding methodologies. Look out for the campaign and press work and don't forget to get out there and report all road surface defects to your local authority.

Happy New Year

From Covid-19 to restrictive legislation, there's a lot to deal with in 2022. Thanks for all you've done to support our cause in the name of riders' rights in the year we've just left. With a lot of application and a following wind, we can turn our momentum into results that preserve your right to ride. MAG has never been more important than it is today. We intend to keep it that way.

MAG PRESS RELEASES

Minister commits to working closely with MAG on decarbonisation

This version: 2021-12-17

The Motorcycle Action Group (MAG) has thanked Department for Transport (DfT) Minister Trudy Harrison, following a meeting on 15th December 2021. MAG delivered an honest representation of members' views on decarbonisation. The Minister committed to continue working closely with MAG to ensure these views are considered.

MAG's Director of Campaigns & Political Engagement, Colin Brown, met Trudy Harrison on 15th December and was unapologetic for honestly representing the views of members. Most are strongly opposed to a coercive, arbitrary date for phasing out the internal combustion engine. Colin explained MAG's opposition, but also its belief that an alternative route exists. This route can achieve the Government ambition for carbon neutrality whilst also protecting the interests of the riders.

Colin said:

"I am very grateful to the Minister for giving me the time to explain the depth of feeling amongst the motorcycling community. It was important to reinforce the fact that the scale of sacrifice being asked of riders is immense compared to users of other modes. Motorcycling, for our members, is far more than a simple mode of transport. The relationship between riders and their bikes is not comparable to that between drivers and their cars. Equally the environmental impacts of motorcycles are vastly different to those of four-wheeled vehicles. It follows that the policy approach should recognise these important differences."

MAG has also begun more technical conversations with the decarbonisation teams within the DfT.

Colin asked Trudy to make a brief statement that could be shared with MAG members following the meeting.

Transport Minister, Trudy Harrison, said:

"I would like to thank the Motorcycle Action Group for our meeting this week, and for the open and honest conversation we had about the decarbonisation of the sector in the coming years.

While achieving a net-zero future is at the heart of our transport agenda, the MAG were passionate and informative about the views of the motorcycle community as we make this transition. I look forward to continue working closely together so these interests are fully considered when we consult on the dates to end sales of new non-zero emission motorcycles next year."

More detail regarding MAG's position and proposals will be published in coming weeks. We will continue the process of engagement to ensure that riders' opinions are heard.

MAG ends 2021 feeling positive

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, is looking forward to a year with more positive outcomes for motorcyclists.

MAG will soon be gearing up for another year of defending riders' rights and contributing to the decision-making processes of national and local Government.

MAG's Chair, Neil Liversidge, noted that, whilst the global challenges of the pandemic had continued throughout 2021, MAG remained focussed on the job in hand: defending motorcycling from disproportionate legislation. Neil stated:

"Whilst 2021 has undoubtedly been a better year than 2020, we all continued to work around a very difficult global situation. MAG continued to campaign strongly, with activities on-line and – where possible – in person and was also able to run several of its premier fundraising events again, which was a major achievement under the circumstances, and a testament to the hard work and commitment of our volunteers.

Unfortunately, the pandemic rumbles on, but we are in a much better situation than we were, and sincerely hope that 2022 will, in due course, return to something much closer to normality, not just for MAG but for the entire world. In the meantime, we stand strong, ready to continue defending motorcycling wherever we can.

I would like to personally thank all of our members for their support, because without them MAG would not be the success that it is. I wish each and every one of you a happy and healthy Christmas and all the very best for 2022.”

MAG continues to engage with Government and Local Authorities wherever a need to protect riders’ rights is identified, building on its accomplishments and forging positive new relationships.

MAG’s Central Office will close on Friday, Christmas Eve at 12:00 and reopen on Tuesday 4th January at 09:00. Please note that phone lines will continue to be open between 10:00 and 15:00 only for the time being.

MAG invites riders, dealers, mechanics and manufacturers to join MAG and help create a united voice for the common good of the riding community.

Contact MAG at 01926 844 064 or central-office@mag-uk.org

FEMA

Brits in trouble over motorcycle transport to the European Union

FEMA News: December 13, 2021



British motorcyclists who have their bike transported to the European Union by truck or van, often run into trouble and are confronted with high fines and duties in EU countries.

This is an unforeseen consequence of Brexit, the United Kingdom's departure from the European Union. British and European riders' organisations [FEMA](#) and [NMC](#), and historic vehicles owners' group [FIVA](#) ask the [European Commission](#) to help solve this problem.

Many British owners of motorcycles and historic vehicles like to travel to the European Union to go to events like shows, rallies, exhibitions to share their passion with others. Or they simply want their vehicle waiting for them in the country where they planned their holidays or leisure trip.

For practical purposes, the vehicles are often transported in vans, on trailers or in transporters. We are aware of situations where owners of motorcycles and historic vehicles from the United Kingdom thought, after inquiries, that they did the right thing but were confronted with problems and extremely high fines and duties in EU countries they crossed or at borders of EU countries. Similar problems have been experienced entering the UK from the EU.

It seems that EU member states have different views on the necessary papers and how to handle this kind of transport.

For clarity, the problem relates to vehicles which are road registered and legal for use on highways – not unregistered vehicles for sports purposes or exhibitions for which the [ATA Carnet](#) regime is in place as detailed in the [EU-UK Trade and Cooperation Agreement](#).

FIVA, NMC and FEMA have written to the European Commissioner for the Internal Market, Mr. Thierry Breton, asking him to help solve this issue. We offer a number of possible solutions and we have asked the Commissioner for an opportunity to discuss the matter further.

Click [here](#) to read the letter we sent to the European Commission.

Written by [Wim Taal](#). Top photograph courtesy of [cycleworld.com](#)/Jeff Allen

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2021: FEMA's review of the year

FEMA News: December 15, 2021



Although physical meetings were not possible in 2021, we managed to keep advocating the interests of the European motorcyclists, in- and outside the European Union. In this article we give an overview of our activities. First, we give a summary and then you will find the more detailed actions by the four main topics.

Summary of activities

On the topic of the environment and the energy transition, we resist actively the present on electric vehicles. We see a future in electric motorcycles and other small (L-category) vehicles, especially in urban environments but we also want to have the opportunity to choose other low- and zero CO₂-emission alternatives. At the same time, those riders who want to use electric powered two- or three-wheelers should be able to do so in a convenient and secure way and be properly facilitated.

Already we are confronted with partially automated and connected vehicles and in the future, this will be even more the case. In FEMA's opinion it must be possible to keep motorcycling in such an environment. To make it possible, automated vehicles must react in a proper way to not-automated and perhaps not-connected vehicles like motorcycles. Automated systems must be tested with powered two-wheelers just as they are already tested with pedestrians and bicyclists. Thanks to our lobby, the first steps in this direction have already been taken. Besides this, we think that with further automation and connection, motorcyclists benefit from digital connection with

other vehicles and infrastructure. Therefore, we have joined the Connected Motorcycle Consortium (CMC) as a supportive member. We took action to have motorcycles included in future developments in ITS and digital connection by participating in an advisory board of the European Commission and in a project that focusses on the protection of vulnerable road users by using new technologies.

This brings us to road safety. In 2021, we were confronted with several plans to enhance road safety, but where motorcycles were part of these plans it often was in a way that we did not like. We spent much time in convincing lawmakers and the European Commission that motorcycles must be an integral part of road safety plans and that mandatory periodic technical inspections for all powered two- and three-wheelers is not the way to make motorcycling safer. We gave input for the revision of the driving licence directive. We gave a presentation to road directors about the needs of motorcyclists regarding safe road infrastructure and what road authorities can do to make the roads safer for motorcyclists. Finally, we participated in the virtual Motorcycle Workshop this summer as member of the Steering Group and as participants in several workshop meetings.

Next to our main topics we continued our work in the European Parliament Historic Vehicle Group (EPHVG) to voice the interests of owners of historic motorcycles and we wrote to the European Commission to solve the problem of transporting motorcycles (and historic vehicles) from the United Kingdom to the European Union for holidays and other temporary purposes.



Environment and energy.

- A large part of our work in 2021 related to the environment and the climate measures from the European Commission and the British Government.
- Although we think that the policymakers should not entirely focus on electric vehicles as seems the case now, we see a future for electric motorcycles and are of the opinion that riders of electric powered two-wheelers must be able to charge their motorcycle in an easy and secure way. Therefore, we sent [letters](#) to the European Parliament, the European Commission, some national Members of Parliament, and to some permanent representatives in Brussels about the Alternative Fuel Infrastructure Regulation (part of the Fit for 55-package

from the European Commission) to make certain that motorcyclists will be included in the new Regulation.

- We are also preparing a lobby to convince policymakers that the plans in Brussels and London to ban vehicles that have no zero CO2 tailpipe emission soon is not a good idea. This will effectively mean a ban on all vehicles (including motorcycles) with an internal combustion engine, while the internal combustion engines are not the problem, but fossil fuels are the problem. We will advocate technological neutrality, especially in the transition period that should be longer than proposed, to give the industry the opportunity to come with more than one solution to solve the problem of the greenhouse gasses emissions.



Urban- and future mobility

- To investigate the consequences of the development of automated and connected vehicles for motorcycling, we organised a mini webinar for our members in February. The conclusion was that there is a future for motorcycles and other L-category vehicles in future, but that digital connection with other vehicles and infrastructure will be crucial to maintain safety of the riders. The findings of this webinar have been laid down in an [article](#) on our website. We also [joined](#) the Connected Motorcycle Consortium ([CMC](#)) as a supportive member. This collaboration of motorcycle manufacturers develops applications to connect motorcycles with other vehicles, like cars, emergency services, etcetera.
- Micro-mobility (personal light electric vehicles or PLEVs) is causing many discussions. We participated in several ways. One of the reasons for this was to ensure that these PLEVs will not be seen as powered two-wheelers and thus pollute our (accident) statistics.
- We continued to promote the use of powered two-wheelers as a smart mobility solution in urban transport, e.g., by using the public consultation opportunities that are given by the European Commission, sending a letter, together with [ACEM](#) and [FIM Europe](#), to the [European Commission](#), organising again a [mobility test](#) and, again together with ACEM and FIM Europe, proposed a

number of amendments to the own initial report of the European Parliament on Sustainable Smart Mobility Strategy. These proposed amendments have been taken over by several MEPs. This report is still pending. We also sent a view to the European Commission about the EU urban mobility framework.



Road safety

- The European Parliament drafted an own initiative report in reaction of the Commission's new road safety strategy, the 'EU Road Safety Policy Framework 2021-2030 communication'. We wrote a letter to the members of the European Parliament committee on transport and tourism and to the European Commission [to give our view](#), to have powered two-wheelers better included in the framework and in the key performance indicators (KPIs) and to protest the inclusion of a mandatory periodic technical inspection for all powered two- and three-wheelers. In the same document we also gave our view on the plans to have mandatory Intelligent Speed Assistance for motorcycles. We also had meetings with the rapporteur and most of the shadow rapporteurs. The result was that several amendments in the EP self-initiative report now include motorcycles and the part of the technical inspections was watered down. The European Parliament still wants ISA for motorcycles, but they recognise that a system that interferes in the speed or engine power is too dangerous for motorcycles. We were also invited for a meeting with the Commission.
- On invitation by the European Commission, we drafted our view about how the Annex II, art. 6 of the third driving licence directive should look. [In our view](#), the present directive focusses too much on low-speed technical skills where we would like riders to be more prepared for unexpected or dangerous situations on the road and in traffic. With help from a Norwegian university teacher, we managed to translate our ideas about training in concrete test demands. The waiting is now for the Commission to publish a new draft driving licence directive.
- In 2016 we started a lobby to get motorcycles included in the working of driver aid and automated driving systems. In the [UNECE Regulation 157](#) (Advanced Lane Keeping Systems), which is the first advanced driver assistance system that allows a form of automated driving, motorcycles are now part of the testing demands. From 2023 Euro NCAP will start [testing driver support systems](#)

in cars, such as Autonomous Emergency Braking and Lane Support Systems, on their ability to look for and react to motorcyclists.

- We gave a presentation for [CEDR](#) (road authorities) about motorcycle road safety and what road authorities can do to enhance road safety for motorcycles.
- As follow up on the [Lillehammer motorcycle workshop](#) in 2008 and the [Third Global Ministerial Conference on Road Safety](#), held in Stockholm in February 2020, FEMA participated in the organising committee of a global motorcycle workshop that was supposed to be held in Stockholm in June 2020. Because of the Covid-19 pandemic the workshop was postponed to June 2021, and it became a virtual workshop with about 200 experts from all over the world. All issues that are related to road safety of powered two-wheeler riders were discussed and the organising committee distilled eight key recommendations. The full report of the workshop will be published in 2022.



Intelligent Transport Systems (ITS)

- FEMA participated in the [CCAM \(cooperative, connected, automated and autonomous mobility\) Single Platform](#), which was an advising board for the European Commission to develop a strategy for future connected and automated mobility.
- In reaction to the [demand of the European Parliament](#) regarding intelligent speed assistance (ISA) for motorcycles, we wrote a letter to the European Commission to give our view on ISA. We reminded the Commission that several years ago the omission has promised not to introduce this without consulting us and without a thorough cost-benefit and risk analysis.
- FEMA participates in the [SAFE-UP project](#), started by car manufacturers and research institutes to develop use cases to test how vulnerable road users can be protected by using new technologies.



Other items

- We are member of the European Parliament Historic Vehicle Group (EPHVG) to voice the interests of owners of historic motorcycles but also, because the interests of owners of historic vehicles and of motorcycle owners are often the same. Think of connected vehicles, the use of internal combustion engines (development of clean fuels), maintenance and improvement of the vehicles ([REACH directive](#)).
- We wrote a [letter](#) to European Commission about transport of vehicles that are not driven by the owner, together with [FIVA](#) (the mondial historic vehicle association) and [NMC](#) (the UK national Motorcycle Council), to ask the Commission to solve the present problems in this matter where all EU member states seem to have their own policy.
- Together with FIM Europe we updated and expanded our [joint position papers](#).
-



FEMA staff Dolf Willigers and Wim Taal in front of the European Parliament in Brussels.

Despite the challenges that were caused by the Covid-19 pandemic, we feel that we did an adequate job. As a lobby organisation, you just cannot solve every problem that you are confronted with. Certainly not in a time when all you hear and read is 'public transport and active mobility' and motorcycles are not very popular outside the world of the users themselves.

Nevertheless, we think that motorcycles are part of the solution in urban and inter-urban transport, are great for leisure and some of the negative aspects are either exaggerated or can, and will, be solved.

Certainly, the demands for cleaner transport modes will keep us busy, the sound issue has not been solved yet, although there will be an update on the [UNECE regulation 41](#) published early 2022, that will make it harder to fit loud exhaust systems on new and existing motorcycles. Road safety is an ongoing topic and the

discussion about better initial riders training and testing with the European Commission has not finished yet. We have no idea what will happen in the field of automated and connected vehicles and how that will affect us, but we are ready for what will come. We live in extremely interesting times and are looking forward to what 2022 will bring.

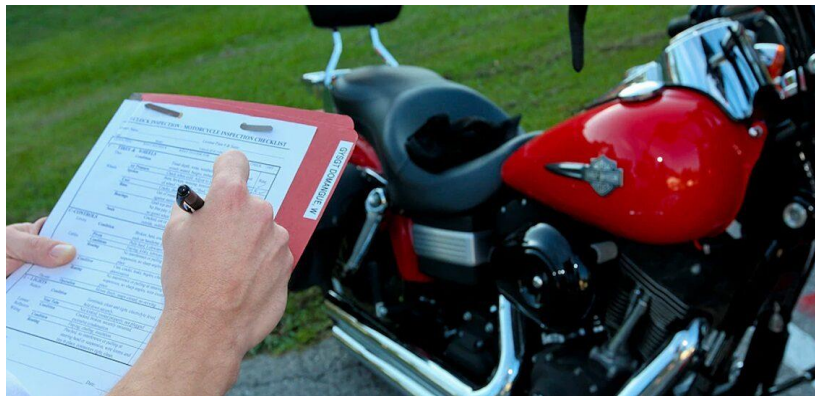
Written by [Dolf Willigers](#). Top photograph courtesy of [theroanokestar.com](#)

Photo's courtesy of Roelof Veldhuis, Triumph Motorcycles, KNMV, CMC & Wim Taal

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Danish parliament adopts roadside motorcycle inspections

FEMA News: December 22, 2021



From 1 January 2022 Denmark will introduce roadside inspections of motorcycles instead of periodic inspections. There will be severe fines for motorcycles exceeding noise limits.

On Tuesday 21 December 2021 a majority in the Danish parliament voted to pass the so-called law on [roadside inspections of motorcycles](#). It gives the Danish Transport Authority “access to carry out roadside checks of motorcycles’ technical condition and whether they make too much noise,” according to a press release from the Danish ministry of transport.



Minister Benny Engelbrecht

From 1 January 2022, motorcycles are covered by the rules on periodic inspections under the Periodic Inspection Directive. Parliament has decided that the EU rules must be implemented with random checks at the roadside rather than all motorcycles being inspected. This also ensures that motorcycles with an illegal and noisy exhaust cannot switch to legal equipment before the inspection.

“Noise from motorcycles is a problem. Now the Danish Transport Authority has the opportunity to make roadside checks of motorcycles, and I expect that the new effective control tool combined with high fines will reduce the number of noisy motorcycles. At the same time, it has been important for me to find a solution on implementing EU rules so that it becomes less intrusive for motorcycle owners than requiring regular periodic inspections,” said transport minister Benny Engelbrecht.



Danish motorcyclists' association MCTC is satisfied with the introduction of roadside inspection rather than Periodical Technical Inspections (PTI). MCTC's chairman Lene Michelsen says: “There is nothing in the statistics that shows that accidents are due to technical faults with the motorcycles, which means that PTI is just an extra cost and extra inconvenience for motorcyclists.”

According to the ministry of transport, it is a known problem that there is unnecessary noise from motorcycles, which is often due to the motorcycle being equipped with an illegal exhaust. It is experienced by many as enormously annoying when motorcycles make more noise than allowed. The law, which enters into force on 1 January 2022, now gives the Danish Transport Authority access to carry out roadside checks on the technical condition of motorcycles and whether they make too much noise, as an effective alternative measure for periodic inspections.

The Danish Transport Authority will investigate whether the motorcycle complies with the applicable noise requirements and requirements for the technical condition. Today, different noise requirements apply depending on the age and type of motorcycle, such as veteran motorcycles, and that will still be the case.

When a motorcycle exceeds the legal noise limits, high fines can be the result. The guideline for a fine is DKK 2,500 for first-time cases. The amount of the fine then increases:

1st time: DKK 2,500 (€336,21)
2nd time: DKK 5,500 (€739,66)
3rd time: DKK 8,000 (€1075,87)
4th time: DKK 11,500 (€1546,56)
5th time: DKK 14,500 (€1950,01)
6th time: DKK 17,500 (€2353,46)

Written by [Wim Taal](#). Top photograph courtesy of [26thmeu.marines.mil](#)

Sources: Danish ministry of transport & [MCTC](#)

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Flanders wants motorcycles tested when sold or after an accident

FEMA News: December 23, 2021



As an alternative to mandatory periodical technical inspections of motorcycles, the Flemish government wants a technical inspection to take place when a bike is sold or after it was involved in an accident.

Until 1 January 2022, motorcycles with a displacement of more than 125cc are excluded from mandatory periodical technical inspection (PTI), as described in [European Directive 2014/45/EU](#). Member states that take alternative measures to enhance motorcycle road safety can avoid the obligation to introduce periodical technical inspections for > 125cc motorcycles. Ireland, Finland and the Netherlands made use of this possibility and now the government of Flanders introduced its alternative plans (Flanders is the northern state of Belgium).

On 17 December 2021, the Flemish government decided to plan the introduction of non-periodical technical inspection of motorcycles, trikes and quads upon transfer, such as during sale, and after an accident. To ensure that the introduction and course of the inspection run smoothly, the government wants to limit the checks to essential safety checks. The government's plans will be submitted to the Council of State for advice.

The proposed inspection concerns the following motorcycles, tricycles and quadricycles:

- Motorcycles of the categories, L3e, L4e, L5e and L7e (two-wheel motorcycles with and without side-car, tricycles and heavy on-road quads).
- Motorcycles with an internal combustion engine with a cylinder capacity greater than 125 cubic centimetres.
- Electric or hybrid motorcycles with a maximum power greater than 11 kilowatts and a maximum speed greater than 45 kilometres per hour.

The Flemish government expects the costs of the inspection to be slightly lower than the rate for a non-periodic inspection of a passenger car, which is €60. The inspection can take place in a limited number of inspection centres, spread throughout Flanders. A separate line for motorcycles will be set up in those inspection centres. It is estimated that 30,000 second-hand and 200 post-accident inspections will be performed annually.

No periodic inspections will be introduced because the Flemish government will take the following alternative road safety measures:

- Awareness campaigns about motorcycles for all road users and awareness campaigns for motorcyclists will be set up, with particular emphasis on the good condition of the vehicle.
- Practical training will be provided to supplement the driving license organised and offered to motorcyclists, with an emphasis on defensive driving.
- New road construction projects will take into account the safety of motorcyclists.
- Existing infrastructure will be adapted to reduce the risks of accidents and limit their impact on motorcyclists.
- Riders and passengers must wear gloves, a long-sleeved jacket, trousers or a suit, as well as boots protecting the ankles.

Motorcycles will be tested for noise during the inspection and rejected if they do not meet the existing noise standards. The exhaust gases will also be checked. After an accident, a motorcycle must go through a technical inspection if the vehicle shows damage to the chassis, steering, suspension or braking system or if the bike is considered a total loss.

In order to give all regions and involved testing authorities in Flanders the time to implement the new technical inspections, the government wants to postpone the introduction of the testing regime until 1 January 2023.

Other regions of Belgium have not yet announced an official position on this matter. Belgium has four regions: Flanders, Wallonia, Brussels and East Cantons (mainly German-speaking).

Written by [Wim Taal](#). Top photograph courtesy of Indian Motorcycles

Source: Flemish government. This article is subject to [FEMA's copyright](#)

Belgium adopts Vision Zero federal road safety plan

- November 13, 2021
- [News](#)



The Belgian government has announced a new federal road safety plan, which attempts to tackle several key issues including speeding and distracted driving.

The Highway Code will be modified to give priority to walking, cycling and public transport above private vehicles.

The government wants to tackle use of mobile phones while driving, with legal changes to allow for automated detection of phone use at the wheel.

The negative effects of driving under the influence of prescribed drugs will also be tackled, with plans to introduce labelling to clearly warn of the risks to driving after taking medication.

The government also wants to use smart cameras, including more time over distance cameras, to ensure more robust enforcement of high-risk offences and to increase the likelihood of drivers facing enforcement activity – which can have an impact on compliance in general. The stated target is to check one out of three drivers every year.

The programme will be implemented by Belgium's three regions: Flanders, Wallonia and Brussels, and has the backing of the three ministers for Justice, Interior and Mobility. The new plan aims to reach 'Vision Zero' by 2050.

<https://gilkinet.belgium.be/fr/all-zero-1er-plan-f%C3%A9d%C3%A9ral-de-s%C3%A9curit%C3%A9 routi%C3%A8re-32-mesures-pour-arr%C3%AAter-le-mas-sacre>

From the Government website. Well done to the staff for nominating these guys:-

Press release

DVLA staff donate £13,000 to chosen charity Blood Bikes Wales

DVLA announce total amount raised for Blood Bikes Wales and who staff voted as their Charity of Choice for 2022.

From:

[Driver and Vehicle Licensing Agency](#)

Published. 22 December 2021



Lifesaving charity Blood Bikes Wales has received a £13,000 boost towards its “vital work” thanks to the generosity of DVLA staff.

The charity, which transports emergency blood supplies to the NHS across Wales, received the donation from DVLA staff after being nominated as their Charity of Choice for the past 2 years.

Staff raised the funds in their own time by undertaking virtual quizzes, walking challenges, choir events, virtual sweepstakes and raffles.

Nigel Ward, Blood Bikes Wales Chairman, said:

We have been so grateful to be DVLA’s Charity of Choice for 2 consecutive years.

It has been wonderful to hear all about the fundraising efforts. Every penny that is donated goes towards vital lifesaving work and would like to thank the staff at DVLA so much.

The money raised will help us to continue providing a reliable, free and high-quality service to health trusts throughout Wales.

DVLA is now delighted to announce Wales Air Ambulance as its chosen charity for 2022.

The charity provides fast critical care to people facing life-threatening emergencies and has completed 40,403 missions to date, but needs to raise £8 million annually to keep flying.

On the DVLA support, Wales Air Ambulance Operations Director Mark Winter said:

A heartfelt thank you to everyone at DVLA for this strong show of support. Wales Air Ambulance started in Swansea 20 years ago so this is a special way to celebrate that milestone.

DVLA support over the next 12 months will ensure that we are there to support those in need during life or limb-threatening emergencies.

People across Wales rely on the rapid emergency response that we deliver. With on-board consultants and critical care practitioners, along with hospital-standard equipment, we are a Flying Emergency Department - taking the hospital to the patient.

It is only through support such as this from DVLA that we can maintain our lifesaving service. We are incredibly grateful to you all and look forward to working with you as your Charity of Choice.

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Email press.office@dvla.gov.uk

WEBSITES YOU MAY WANT TO VISIT

ETSC: UK government may launch a road collision investigation authority
<https://etsc.eu/uk-government-may-launch-a-road-collision-investigation-authority/>

ETSC: Swiss government sets target of max 100 road deaths a year by 2030
<https://etsc.eu/swiss-government-sets-target-of-max-100-road-deaths-a-year-by-2030/>

ETSC: Intelligent Speed Assistance specifications officially published
<https://etsc.eu/intelligent-speed-assistance-specifications-officially-published/>

RAC: 'Don't ignore the Red X', demands National Highways

<https://www.rac.co.uk/drive/news/driving-law/dont-ignore-the-red-x-demands-national-highways/>

RSGB: Government to press ahead with Highway Code changes

<https://roadsafetygb.org.uk/news/government-to-press-ahead-with-highway-code-changes/>

RSGB: Technology could 'vastly increase' detection of mobile phone offences

<https://roadsafetygb.org.uk/news/technology-could-vastly-increase-detection-of-mobile-phone-offences/>

Guidance: 2020 and 2021 Rights of Way order information: Decisions and maps (Last updated: 9 December 2021)

<https://www.gov.uk/guidance/2020-rights-of-way-order-information-decisions-and-maps>

PACTS: Assessing the safety of private e-scooter use in the UK – PACTS research

<https://www.pacts.org.uk/assessing-the-safety-of-private-e-scooter-use-in-the-uk-pacts-research/>

RSGB: Safety fears prompt e-scooter ban on London's transport network

<https://roadsafetygb.org.uk/news/safety-fears-prompt-e-scooter-ban-on-londons-transport-network/>

Guidance: Information on driving licences (INS57P) (Last updated: 13 December 2021)

<https://www.gov.uk/government/publications/ins57p-information-on-driving-licences>

Form: GB conversion IVA: motorcycles

<https://www.gov.uk/government/publications/gb-conversion-iva-motorcycles>

Statistical data set: Motorcycle riding test data by test centre (Last updated: 15 December 2021)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-riding-test-data-by-test-centre>

Official Statistics: DVA Monthly Tests Conducted Statistics: November 2021

<https://www.gov.uk/government/statistics/dva-monthly-tests-conducted-statistics-november-2021>

National statistics: Travel time measures for the Strategic Road Network and local 'A' roads: October 2020 to September 2021

<https://www.gov.uk/government/statistics/travel-time-measures-for-the-strategic-road-network-and-local-a-roads-october-2020-to-september-2021>

Highways England was replaced by National Highways

<https://nationalhighways.co.uk/>

RSGB: Changes to plug-in motorcycle grant "a hammer blow to consumers"

<https://roadsafetygb.org.uk/news/changes-to-plug-in-motorcycle-grant-a-hammer-blow-to-consumers/>

RSGB: Congestion Charge changes to 'support long term traffic reduction'

<https://roadsafetygb.org.uk/news/congestion-charge-changes-to-support-long-term-traffic-reduction/>

Guidance: E-scooter trials: guidance for users (Last updated: 21 December 2021)

<https://www.gov.uk/guidance/e-scooter-trials-guidance-for-users>

ETSC: Delivery drivers and riders could gain better health and safety protection under EU proposals

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