

Federation of European Motorcyclists' Associations

2010 activity report



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The Federation of European Motorcyclists' Associations

The Federation of European Motorcyclists' Associations (FEMA) is the representative federation of motorcycle (comprising all powered two-wheeled vehicles) users throughout Europe. FEMA represents the interests of citizens' national organisations at the European Union and agencies of the United Nations. FEMA's primary objective is to pursue, promote and protect the interests of motorcyclists. FEMA recognises that motorcycles have different characteristics from other vehicles and emphasises the need for motorcyclists' specific requirements to be addressed.

1. Political issues

Type-Approval regulation

2010 saw the continuation of the process of reforming the type-approval regulations for two-wheelers, an initiative launched by the European Commission in 2009. A first round of consultations over the internet in January 2009 was followed by stakeholders' consultations and the publication of expert reports and impact assessment studies later that year. Consultations closed in early 2010, pending the publication of the revised regulation scheduled for the Spring of 2010.

After a delay of several months, the European Commission published its proposal on October 5th, 2010. The proposed regulation aims at clearing up the existing rules, currently spread over hundreds of technical documents, while introducing additional requirements in several fields.

A similar process was previously applied recently to the automobile sector, with the intention of providing the industry with a single point of reference for type-approval documentation, while streamlining the administrative process to make it both cheaper and faster.

In addition, the text introduces new technical requirements. While some of them are positive for riders, such as the removal of engine power limits, CO2 emissions labelling and open access to repair and maintenance information, others are more troublesome. Mandatory anti-lock brake systems for all motorcycles over 50cm³, anti-modification rules preventing vehicle improvement and modification, and automatic headlights on are the most problematic measures for riders.

FEMA initiated an active campaign as early as 2009, continued in 2010, in order to make sure that the new regulation proposal would respect riders' rights, promote environmental performance and ensure product quality while securing customer choice and market variety.

Several meetings with the officials of the European Commission during the drafting period allowed riders' representatives to present their views on the topics at stake. Emphasis was put in particular on the results of the Commission's impact assessment study; which included overly optimistic figures of casualty reductions expected as a result of the introduction of mandatory ABS. These figures ignored the limited efficiency of ABS in many accident configurations, foresaw unrealistic equipment rates on the market, and ignored technical limitations of current systems, which are often less effective than a skilled operator with normal brakes.

FEMA also insisted on taking into account the limitations of small manufacturers, who play an

active role in maintaining a healthy diversity on the European powered two-wheeler market but would have difficulties coping with the high entry level costs induced by mandatory ABS.

The publication of the regulation proposal does not signal the end of FEMA's political work, on the contrary – the proposal is expected to be presented in first reading at the European Parliament in June 2011, with a final vote in plenary session in September of that year.

FEMA has already established contacts with Member of the European Parliament Mr. Wim van de Camp (EPP-NL), designated rapporteur for the regulation. Mr. van de Camp, a long-time serving member of the Dutch Parliament before joining the European Parliament in 2009, is a practicing motorcyclist and a connoisseur of motorcycling issues.

As part of the codecision procedure, the proposed regulation will also go under the scrutiny of the Council of Ministers in the coming year. Both institutions will be able to offer amendments to the text before voting on the final draft.

In parallel, FEMA keeps working closely with the European Commission on the content of the regulation's delegated acts. The provisions of the Lisbon Treaty, recently entered into force, led to a change in legislative procedures. Drafting the complex technical details of regulations and directives is delegated to the European Commission when the text is adopted after a plenary vote from the Council and the Parliament, and these details are later integrated into law unless either institution objects formally to the content.

The type-approval regulation foresees three delegated acts, covering notably environmental test procedures, anti-modification measures, towing coupling devices, on-board diagnostic systems and braking systems; as well as administrative requirements on individual and small series type-approval.

FEMA representatives met with the European Commission in several one-on-one meetings, as well as during the Motorcycle Working Group Meetings in October 2010 and January 2011, in order to develop the riders' positions and contribute to the content of the very technical delegated acts. "The devil is in the details", they say, and the riders at FEMA intend on making sure that the complex yet necessary technical recommendations do not harm the safety and freedom of riders in Europe.

A task force on individual approval

The regulation also covers the individual approval of vehicles, or one-offs, and could therefore affect amateur built or highly customized bikes. Aiming at protecting the freedom of riders to create individually designed bikes and to develop innovative technical solutions, FEMA entered into a dialogue with the European Commission.

Mass manufacturers are expected to be able to invest in research and to update their production lines in order to comply with tightened standards. For most amateur builders, customizers and manufacturers of small series compliance with the new type approval rules would simply become unaffordable. Via an Individual Vehicle Approval certificate (IVA) the European Commission is trying to account for the needs of individuals and small enterprises. Nevertheless, many customizers have already expressed their concerns about the proposed legislative text.

At the beginning of December 2010 FEMA members from Sweden and Finland met with Commission representatives to explain difficulties that may result from the interpretation of the legal wording. *"It remains unclear how far national approval institutions can go in exempting amateur built motorcycles from strict technical requirements like ABS or compliance with the EURO 5 norm. The Commission will precise exemptions for IVA in a delegated act which means that we have to follow the process closely"* stated Teemu Lindfors, the legal expert of FEMA member SMOTO from Finland.

In response to FEMA's comments at the last Motorcycle Working Group in January 2011, the Commission announced an IVA taskforce group. FEMA very much welcomes this initiative and will be actively involved in order to defend product variety within the motorcycle community. Balancing the needs of small manufacturers, importers and custom builders against the possibility of big companies exploiting loopholes in the regulation will be the most important problem to tackle.

On other fronts: bringing the matter to the Economic and Social Committee and the Committee of Regions

On November 29th FEMA was present at the European Economic and Social Committee (EESC), where the Council presented its draft opinion on the Commission's type-approval Regulation proposal. ACEM, the motorcycle industry in Europe, was invited as the EESC's expert and author of the EESC's draft opinion.

During the session, FEMA representatives voiced their concerns, already expressed in a written statement, over the pro-industry bias in the EESC's draft opinion, which does not take into account the opinion of customers. The draft opinion, however, was accepted without dissent from members.

In parallel with these activities, FEMA contacted the Committee of Regions, the advisory body of the regional and local authorities to the European Union. Aiming at attracting the attention of the Committee on the most critical aspects of the proposed regulation, riders hope that the institution will get involved, voicing its concerns and pointing out required changes to the text.

Procedure at the European Parliament: [<http://www.europarl.europa.eu/oeil/file.jsp?id=5877852>]

Motorcycle safety

European Road Safety Action Programme: into the next decade

Following the closure of its 2003-2010 Road Safety Action Programme (RSAP), the European Commission started working in 2009 on a follow-up for the coming decade.

A first attempt at devising a European road safety strategy, it had set ambitious objectives in casualty reduction, hoping to half the number of road victims in Europe by 2010. 25,000 lives a year were to be saved by various means, such as improved driver behaviour and training, safer infrastructure, better emergency services, increased vehicle safety and the collection of accurate accident data. However, as the first decade of the 21st century comes to an end, the objectives laid out seem to have remained out of reach. This is in part due to the rise in road traffic that has been observed over the last decade, particularly in Eastern Europe.

Discussions started in 2009, involving a wide range of stakeholders; associations, industry, research bodies and national and local authorities, in order to design the 2011-2020 strategy. FEMA has been active from the onset, participating in conferences and meetings organised in 2009 and the first half of 2010.

A few months and a change in wording later, and the European Commission rolled out its "[Communication towards a European road safety area: policy orientations on road safety 2011-2020](#)".

Published in August, the document is less ambitious than announced, a simple

"communication" rather than a full policy action plan. With a difference in practice: while an action plan outlines specific legislative measures to be introduced and undergoes approval from the Parliament and the Council of Ministers; a communication is less binding and simply commented upon by both institutions.

The communication contains a specific section dedicated to Powered Two-Wheelers, supporting better infrastructure and training. However, the plan also contains provisions for mandatory anti-lock braking systems (ABS), updated anti-modification measures and extended roadworthiness testing – all three hot topics that FEMA doesn't take for granted.

Because there is still room for improvement, FEMA took the debate to the next stage with head-on-head meetings with the Commission's Head of Road Safety, in order to show the riders' support for the most positive aspects of the programme, while underlining much needed changes for a fair and effective safety policy.

[[Read more in the June - July newsletter](#)]

[[Read the plan on the EC website](#)]

[[FEMA's European Agenda for Motorcycle Safety](#)]

2BESAFE: research behavioural safety and ergonomy

A research programme co-funded by the European Commission, 2-BE-SAFE (Two-Wheeler Behaviour and Safety) is based on existing research that shows that behavioural and ergonomic issues are major contributing factors rider accidents. The primary cause for two-wheeler crashes is the failure of other drivers to perceive two-wheelers; and the majority of crashes involve a collision with a car. Because human error remains the main cause of accidents, 2-BE-SAFE aims at studying these factors, and is the first research initiative doing so by focusing on powered two-wheelers.

FEMA is involved in the project, providing its unique expertise in motorcycle safety, and contributes to the analysis of rider behaviour and social and behavioural differences between groups of riders, as well as the review of guidelines and recommendations from the motorcyclists' point of view.

2-BE-SAFE, initiated in 2009, is expected to provide improved vehicle designs, improved driver training and rider training and licencing, better legislation, optimized road designs, and better rider awareness in traffic.

The first results of the project were featured in a dedicated session at the International Motorcyclists' Conference in Brussels, giving the audience a glimpse at the expected improvements currently designed.

[[2-BE-SAFE website](#)]

PISA and MYMOSA

2010 saw the continuation of two safety-related projects co-funded by the European Union, MYMOSA and PISA. While not part of the research activities, FEMA is a member of the two projects' advisory boards.

MYMOSA trains 22 researchers in motorcycle safety, and their first findings were presented at the meeting. Projects include a virtual rider for simulation testing, new helmets design

reducing head rotation, integrated safety systems taking into account the MAIDS findings on pre-crash behaviour, and warning systems for lane keeping and curve trajectories.

PISa, which held its final event in February 2010, looked at an integrated safety concept for motorcycles, including sensors and electronics working with an anti-lock braking system to increase braking performance.

[MYMOSA]

[PISa]

Publication of the Initial Rider Training in new languages

Training is recognised by the motorcycling community as a key element to improve motorcycle safety. Faced with a variety of initial rider training systems across Europe, many of which unsatisfactory, FEMA took action by leading the Initial Rider Training project. Co-funded by the European Commission, the project delivered in 1997 a comprehensive, cross-cultural training manual that tackles the most common pitfalls new learners face, with a modular approach meant for self-learners, professional and non-professional trainers alike.

Since the publication of the project, FEMA has been active in promoting the manual, available in English, French and Spanish, to riders, authorities and stakeholders.

In light of the need for better training, now recognized by all, the European Commission offered to translate the manual into eight additional languages: German, Italian, Greek, Portuguese, Czech, Bulgarian, Hungarian and Polish. The translations will be accompanied with a new presentation format, aimed at promoting the use and dissemination of the manual.

FEMA played an active part in the process, by providing expert oversight on the technical content of the translated versions, through its network of members across Europe. The translations are expected to be available in the first quarter of 2011.

[[Initial Rider Training Website](#)]

Driving licences: the 2006 Third Driving Licence Directive

The 2006 European Driving Licence Directive, meant to harmonize licencing systems in Europe for all types of vehicles, already raises issues around its most complex points, three years before the planned implementation date of January 2013.

Heavily criticized by riders from the onset, the Directive was drafted before a proper assessment of the two previous installments could be performed. In particular, its new approach based on a stepped-up licencing system forced riders to get as many as three licences before being able to ride an average street motorcycle. At the time, FEMA doubted that significant benefits in road safety could be achieved this way, pointing at an obvious attempt at deterring citizens from ever thinking about taking up motorcycling. FEMA called for the European Commission to make the better of it, by at least making sure that additional licencing steps would be an opportunity for users to improve their riding skills instead of repeating a planned exercise.

Despite the constructive criticism from motorcyclists, the project was put through the legislative process, undergoing further changes before it was adopted by the European Parliament and the Council of Ministers. Harmonization was sacrificed in favour of flexibility, Member States remaining free to implement testing, training or both for licencing step-up, with

wide options on the duration of training courses.

While trying to give themselves more flexibility in managing licences, the national governments diluted the content, leaving some entire sections open for appreciation. As Member States now start changing their national law to transpose the Directive's requirements, the shortcomings of the text can no longer be eluded. The freedom of choice left in the Directive is becoming a nightmare for lawmakers.

FEMA echoes the worries of motorcyclists across Europe, who are worried that this less than clear piece of legislation will lead to underperforming and unequal licencing systems. In particular, the issue regarding requirements for training, testing or both, has to be clarified urgently.

FEMA members are worried that this less-than-clear legislation will lead to botched licencing systems across Europe. In particular, the training-or-testing-or-both option means that getting a licence will be a different process in every country - precisely the contrary of the harmonization the European Union desires so dearly.

The topic was the subject of a dedicated expert workshop, held by CIECA in Brussels in May, and co-organised by FEMA. Professionals and representatives of national licencing authorities gathered to present their views and perceptions on the transposition of the text. However, the inconsistencies and grey zones denounced by FEMA are still shrouded in mystery, underlining the need for a common understanding before the parliaments of the Member States start going in completely different directions.

In September 2010, FEMA President Gerard Livett formally asked the Commission, as overseer of EU treaties, to step in and provide much-needed clarification on the Directive's content and intent. A series of specific questions helped pinpoint the issues at stake.

In its reply, the Commission vowed to discuss the issue "with a view to assess the need for providing additional guidance or a more harmonized approach to testing and training", while recognizing that the current situation could "[...]give rise to significantly different approach within the EU".

FEMA now expects more practical steps from the European executive, and is ready to step up the action, in order to get a meaningful answer to the rider's questions before the bell strikes.

Read the full letter to Commissioner Siim Kallas [here](#).

Guardrails : forgiving roadsides in the making

A safer new standard ready to roll

FEMA's guardrails campaign is the federation's oldest battle, waged all over the continent for over twenty years. 2010 brought a glimpse of hope for a major improvement of road restraint systems, as CEN - the European Committee for Standardisation - moved towards a new standard offering better protection for motorcyclists.

The current European standard for guardrails does not mandate additional motorcyclist protection, and as such, rider safety is subjected to the willingness of local, regional and national road authorities to install advanced designs. FEMA has been pushing for CEN to introduce a commonly accepted standard for systems enhancing motorcyclist safety; whether they are add-ons to existing barriers or specifically designed systems. Since 2007, FEMA has been granted liaison status with CEN, which greatly improved the quality of contacts with the organisation.

CEN regroups representatives of national standardisation bodies from European countries, and though it is not an institution of the European Union, it often works hand in hand with the European Commission in producing standards for use in EU products.

The organisation is currently processing a proposal for an improved version of guardrail standard EN 1317-8, which includes simulations of motorcyclist impacts with maximum deceleration limits. An initiative supported by FEMA, it is based on the existing standard in use in Spain. Once adopted, it will provide barrier manufacturers with a standard to comply with, which in turn can be requested by road operators and local government authorities when choosing which system to install.

Enjoying strong support from riders rights' groups, the standard is going through the adoption procedure at record speed, having successfully cleared successive steps: the Expert Group, the Technical Group – both working with FEMA's collaboration, Working Group 1, and finally Technical Committee 226.

CEN – who's who?

EG = Expert Group. Group of 7 experts who prepared the original draft. FEMA collaborated with this group.

TG1 = Technical Group 1. Expert Committee composed by over 20 entities, in charge of preparing the final draft for WG1. FEMA collaborated with this group.

WG1 = Working Group 1. Group including representatives of over 40 entities, with member countries taking part in the vote. This Group is in charge of proposing documents for approval to TC226. FEMA participates to discussions but has no vote.

TC226 = Technical Committee 226. Formal CEN Committee where the various national bodies in charge of standardization (AENOR/Spain - AFNOR/France - etc.) are represented. This Committee is the one which will adopt the future EN1317-8. FEMA participates to meetings but has no vote.

After a setback in 2009, when the motion was repelled at a vote of the Technical Committee, it was finally adopted after minor amendments on June 18th, 2010.

This vote is critical, as it opens the way to the final enquiry, the last stage before entering into force. The approved draft is now being circulated among CEN members for consultation between August 2010 to January 2011, after which approval and publication should follow.

At this point, no major tremors are expected and all expert parties now expect the process to continue at its normal pace, foreseeing the final approval of the new guardrail standard in the first quarter of 2011.

Based on the current Spanish standard, the new EN-1317 part 8 standard represents a huge step forward in improving road infrastructure to mitigate the consequences of accidents; with direct, quantifiable results and at a low cost. While there is room for further improvements in the future, especially with regard to the collision angles considered or maximum impact strength, FEMA welcomes this achievement and hopes that further work will be invested in order to increase the safety of all road users.

While not mandatory, this new standard offers the tools for authorities and road operators at all levels, local, regional and national, to do their part for motorcyclist safety. Operators will be able to opt for the safer option by mandating the use of EN 1317-8, hopefully leading by

example and setting a trend, helped in that way by other initiatives aimed at promoting the exchange of best practices across Europe.

[[FEMA's newsletter article on the issue](#)]

Involving the European institutions

After the delays suffered by the draft in 2009, FEMA questioned the lack of involvement of the European Commission on this topic. The European executive holds an advisory position at CEN, and often initiates processes leading to CE standards, the use of which can in turn be mandated by European directives and regulations.

While professing an attachment to road safety, with a specific focus on motorcyclists in its ambitious policy for the next decade, the Commission remained silent throughout the barrier standard update.

FEMA questioned Transport Commissioner Siim Kallas on the issue ([read FEMA's letter here](#)), urging the Commission to get involved. In this call for action, riders were [supported by three members of the European Parliament](#), who asked the Commission to help in securing the adoption of EN 1317-8 in CEN in June 2010.

In his [reply](#), Mr. Kallas assured FEMA of the Commission's involvement in the improvement of road restraint systems. Even without voting rights at CEN, the institution's support could prove decisive in bringing the riders' efforts to fruition.

Research moves forward

While political action is required to bring forward better standards and create the market condition for the deployment of appropriate systems, efforts must be spent in research and development in order to come up with the real deal: better roadside barriers.

In parallel, the need for quick and adequate emergency response to accidents is considered an essential part in mitigating the consequences of crashes.

Out of these two concerns, the Smart Road Restraint Systems – SMARTRRS – project, co-funded by the European Commission and involving research institutes, industrial firms and users, aims at designing a new road restraint system, integrating energy absorption properties, as well as sensors and electronics for road surface monitoring, accident detection and real-time communication with vehicles.

Scheduled to be concluded by the end of 2011, the project will produce a working demonstrator, which could be a basis for large-scale deployment of advanced restraint systems along the millions of kilometres of European roads and highways. Physical tests to validate computer simulations and demonstrate the validity of the concept are scheduled for February 2011, to be followed by further integration work.

Background work: a database for rider-friendly systems

As all seasoned riders – and drivers – may have noticed, Europe's roadsides boast a variety of different road restraint systems. Beyond the broad categories of concrete walls, metal rails and wooden barriers, each manufacturer offers different products, which all comply with the standards in terms of shock absorption and vehicle redirection, but have their own characteristics and cost.

Even though local authorities are often willing to purchase and install motorcyclist-friendly systems, they are often stopped by the lack of reliable data on which products offer increased protection to riders, and how effective they are at reducing injuries received from impacts.

While the updated EN 1317-8 will provide manufacturers and customers with a benchmark for these products, it is not yet adopted. FEMA is seeking a solution, by making available a database listing existing rider-friendly road restraint systems, compiling available information for use by road authorities and road operators.

In addition, the information will be paired with a guide of best practices in choosing, installing and maintaining these systems. This document will be updated regularly as technology evolves, providing decision-makers with the tools to make rider safety real.

Intelligent Transport Systems

Though to many riders intelligent transport systems (usually abbreviated *ITS*) remain the distant promise of a science-fiction future, of the likes of flying cars and nuclear-powered trucks, the first steps towards their implementation in the daily commute of European people are being taken right now.

The Directive establishing a framework for the development of Intelligent Transport Systems (ITS) in Europe was passed in July after a second reading by the European Parliament, and should find its way into national law before the end of 2012.

Quite light on actual requirements aside from technical regulations, it supposed to be the first step towards an ITS-rich future, offering a legal and technical framework with standards on liabilities, communication protocols, radio frequencies, and basic levels of service.

[\[Read more about the ITS Directive in FEMA's newsletter\]](#)

The European Commission advertises ITS as a major field of policy for the next few years, promoting a technology-heavy approach that could improve safety, reduce congestion and make road transport greener. Through its declaration of intention by way of an Action Plan published last year, the European executive body painted a future where cars and trucks would communicate with each other and with the road infrastructure, sharing information on weather, congestion, accidents and disruptions; locate parking spots, or avoid collisions at intersections or between lanes on a highway.

In a field dominated with overly optimistic visions of a technology-intensive future, shared between experts in the field, FEMA is actively involved to provide the point of view of everyday road users and ensure that motorcyclists, as a minority, are not cast aside by corporate interests.

[eCall, automatic emergency calls and motorcycles](#)

The only actual technology being shaped and pushed forward by the European Commission, as part of its Action Plan for the introduction of ITS, is the [eCall](#) system. Based on systems privately designed by several car manufacturers, eCall is a black box system that detects the signs of an accident, and autonomously contacts emergency services using cell phone networks, providing information about the crash and enabling a voice link with the passengers.

The European Commission foresees the general implementation of a pan-European eCall, including the required tools for proper matching of motorists and operators based on languages spoken, by 2014.

FEMA is showing interest for the process, and has been involved in several processes: the Commission's public consultation, the European eSafety forum, and the work of the European Committee for Standardization (CEN) on the eCall standard. In addition, part of the work of FEMA within the SAFERIDER research consortium included the requirements, design and integration of an eCall prototype for motorcycles and scooters, as well as guidelines regarding its use in the future.

A summary of FEMA's response to the eCall consultation can be found [here](#).

FEMA participates to the drafting of the European eCall standard, with a first CEN meeting in September. The standard, meant for all vehicles, is scheduled to include specific provisions for installation on motorcycles. In debate are the prescribed information to be communicated over the eCall channel, the reliable detection of accidents, and the requirements of two-way voice communication.

Not covered by the standard, but still of concern for riders, are the issues regarding the practical implementation of eCall if it is ever available for motorcyclists. Weight, size, placement on the bike and rider interface are all critical in making sure a system offered for sale is in any way practical to install and use.

While representatives of the European Commission have confirmed that the institution has no intention of making eCall mandatory in the future, FEMA works to make sure that related services, when available to motorcyclists, remain non-intrusive and affordable.

Discussing the future of ITS: eSafety forum

2010 saw another opportunity for FEMA to monitor the evolution of policies around Intelligent Transport Systems, through the work of eSafety, and its annual conference in October. The eSafety initiative, a platform originating in the European Commission's intelligent transport ambitions, aims at promoting and speeding up the introduction of communicative and assistance technologies in road transport by grouping together the industry, public authorities and other stakeholders.

FEMA has been keeping a watchful eye on the development of Intelligent Transport Systems, which include a variety of communication (navigation, traffic monitoring, speed alert) and assistance (collision warning, lane keeping, etc.) technologies. The eSafety conference provided a good overview of the work of the past year.

[[The eSafety forum](#)]

Saferider, new technology to support riders

On November 5th, the outcomes of the SAFERIDER project were presented to the public at in

Leicester, United Kingdom. A common undertaking by a European research consortium, SAFERIDER aimed at integrating rider assistance and information technology on motorcycles in order to improve rider comfort and safety.

FEMA celebrates the conclusion of the groundbreaking project, a first attempt at studying the integration of intelligent transport systems on powered two-wheelers, and their consequences on rider experience. FEMA has been part of the project from its inception, and it proved a real challenge. The riders' input has been received positively, despite initial reluctance by some to look at anything that could potentially threaten their freedom to ride.

Co-funded by the European Commission, SAFERIDER looked at the feasibility of five assistance systems (speed alert, curve speed warning, frontal collision warning, intersection collision warning, lane change support) and four information systems (emergency eCall feature, telediagnosics, navigation, weather & black spot warning). For each, a working prototype has been developed, and along with a variety of audio, tactile and visual interfaces, they have been tested with small samples of riders to validate the general concepts. The results will be published along with the conclusions of the project, during the first quarter of 2011.

What's next? This first shot at fitting intelligent systems on bikes leaves many questions unanswered. In a world where private research on this topic focuses almost exclusively on cars and trucks, it's easy to see future developments ignoring motorcyclists entirely. Now that some of the technology has been developed, the next step will logically involve looking at how it can fit into the riding task, including extensive research on its influence on human behaviour. The need to develop market-oriented products, catering for an actual demand from riders, will also drive future programmes. And of course, research in other fields should not be ignored either, for instance the increased use of smartphones for navigation which could soon replace GPS systems.

[\[Read more about the final event of SAFERIDER in FEMA's newsletter\]](#)

Roadworthiness Testing threatens home repairs and maintenance

Last summer saw the introduction by the European Commission of a public consultation on periodical technical inspections. Aimed at professionals and road users, it heavily hinted at mandatory technical inspections throughout Europe.

Without doubt, FEMA recognized there the first step of a legislative proposal, which will culminate in a directive or regulation aimed at harmonizing mandatory roadworthiness testing in Europe. For riders in countries where these provisions do not exist, it's a clear threat. For those who have been living with such provisions in the past years, there is a clear risk of being subjected to stricter test provisions with higher associated costs, shorter intervals between inspections, or an obligation to use dedicated test centres instead of their neighbourhood garage.

While studies commissioned by testing companies regularly claim that safety benefits can be gained from mandatory inspections, most riders consider added inspections as an annoying and costly administrative burden. FEMA is convinced that motorcyclists are more aware of their vehicle than other road users, and that maintenance is not an issue.

FEMA voiced the opposition of its members loudly, kicking off a campaign in reaction. First, calling for riders everywhere to answer the consultation, [providing background information on its website](#), as well as kicking off a [campaign on Facebook](#), gathering some 3500 members.

Related publications include a detailed [position paper](#) detailing the issue and debunking arguments in support of mandatory inspections, as well as a [dedicated newsletter](#) circulated in

October.

In addition, FEMA [lodged a formal complaint on the exclusive use of English](#) in the public consultation, discriminating against the vast majority of European citizens. After the European Commission's [reply](#) failed to guarantee access to the consultation documents in other languages, FEMA stepped in, providing translations of the questionnaire in several additional languages on its website.

This campaign, centered on fundamental riders' rights, garnered [support from Member of the European Parliament Wim van de Camp](#) (EPP-NL); a long-time motorcyclist aware of the issue. FEMA also took the opportunity to start a [donation pledge](#), aimed at members and non-members of riders organisations alike, offering everyone the opportunity to support the campaign.

As of January 2011, individual contributions to the consultation are available on the Commission's website, however, the summary of responses featuring a detailed analysis of the results has not been published yet. The Commission announced a publication during the first quarter of 2011. FEMA expects the results to reflect the massive involvement of motorcyclists in defense of their activity.

Environment

In January 2010, FEMA members agreed on a position on environment issues. At the core of the position, FEMA recognises that motorcycling can adapt to minimise the contribution it makes to climate change. The position is presented [here](#).

The statement was a key component of FEMA's presentation, on behalf of the motorcycling community, at the European Commission's hearing on clean vehicles held in Spring. This event, organised at the request of the then-Spanish Presidency of the European Union, was an opportunity for riders to get a single message across: green solutions for transport exist outside the personal car, everyone should try and think outside the (four-wheeled) box and look at the potential of two-wheelers.

The most important endeavour on environmental issues, however, has been focused on the new type-approval regulation presented by the European Commission, which includes new emissions limits, durability requirements and improved pollution control devices.

2. Events

The MEP Ride – the Ride of the Members of the European Parliament

With good weather and great riding, the 13th MEP Ride on June 29th was a success. With the help of the Belgian Federal Police, the ride took its guests to a tour in the countryside around Brussels in addition to the traditional trip around the city's landmarks. Over one hundred Members of the European Parliament, parliamentary assistants and members of other European institutions enjoyed the informal and friendly event with motorcycles and scooters loaned by different manufacturers, represented by the *Association des Constructeurs Européen de Motocycles* (ACEM). On show this year, for the first time, were electric bikes, from big and small manufacturers alike, including TTxGP's famous Mavizen TTX02, a road-legal version of the grand prix machine.

For the first time this year, the MEP Ride was linked to the [International Motorcyclists'](#)

[Conference](#) held at the Auto World, Brussels, on June 28th and 29th.

[[Pictures](#)] - [[Press Release](#)] - [[MEP-Ride website](#)]

International Motorcyclists' Conference

On June 28th and 29th FEMA successfully organized groundbreaking events in Brussels: the European Motorcyclists' Forum, the 1st International Motorcyclists' Conference, which together gathered over 230 participants

Organised by FEMA with the support of the Motorcycle Council of Canada (MCC) and the Australian Motorcycle Council (AMC), the event aims at becoming a regular gathering for politically aware motorcyclists to discuss important matters of policy affecting motorcycling.

Under the theme, "Motorcycling into the 21st Century", key issues of the transport sector - environment, technology and safety - were presented and a forum for the exchange of ideas, the discussion of challenges and solutions was successfully launched.

Sessions on safety and mobility, including user's needs, policy measures and intelligent transport systems were well attended. The mix of multi-disciplinary, international speakers created an extraordinary synergy generating numerous ideas and promising suggestions.

Featured during the Conference was the user forum of 2BESAFE, currently the most wide ranging and best funded research project on motorcyclists' behaviour. In parallel, a workshop on road infrastructure improvements was held presenting the latest actions and best practices. Zero emissions motorcycles were demonstrated on a test track, as part of a discussion on green technologies and research into more environment-friendly vehicles.

The European Motorcyclists Forum

The European Motorcyclists Forum, an initiative of FEMA, was launched by the European Commission within the Framework of the 1st International Motorcyclists' Conference. This platform will give the users of powered two-wheelers the opportunity to put their views directly to the research community and the decision makers. Sessions were held on safety and mobility needs, policy measures and on the development of intelligent transport systems. As foreseen by the organisers, high level policy makers in suits and everyday riders in leathers had a unique opportunity to discuss important issues eye to eye.

[[Presentations and pictures](#)] - [[Press release](#)]

3. The Federation

Introduction of Board of Directors

The FEMA annual meeting held in January 2010 delivered two reforms, on voting rights and executive composition.

The first reform shifted the balance of power towards the National Organizations with fewer members, who make up the majority of FEMA's members. The minimum number of votes on the Committee, regardless was raised from three to five, while the maximum number was reduced from 40 to 30.

Votes are based on the number of individual and club members in each organisation. However, limits on the maximum and minimum number of votes are in place, in order to maintain a balance within the Committee. This reform received a wide assent among the members, including the larger organisations.

The other reform implemented replaced the Executive Committee with a Board of Directors, made up of four delegates plus the President. The four Directors will each take responsibility for an area of FEMA's activities, to assist the Secretariat in implementing the Committee's decisions.

New members

FEMA keeps on expanding, with new member organisations across Europe. With the Malta Motorsport Federation acquiring observer status, FEMA keeps on growing in the new Member States who joined the European Union in 2004 and 2007.



BLS Iceland, former FEMA member, rejoined the Federation in 2010.

[[BLS website](#)]



MMF Malta has applied for FEMA membership, and currently holds observer status.

[[MMF on Facebook](#)]

MACR Czech Republic has applied for FEMA membership, and currently holds observer status.

[[MACR website](#)]

NAMU Ukraine is in talks with FEMA regarding possible application for membership.