

FEMA is now working on these issues:

- ☛ is campaigning for the specific needs of motorcyclists to be taken into consideration in the road infrastructure standards.
- ☛ is working on the European Driving License proposal in order to keep bike license affordable and attractive.
- ☛ is conducting, jointly with FIM and ACEM, a EU co-funded project "Initial Rider Training", with the aim of identifying the fundamental elements of a rider training system at European level, and promote a best practices manual (www.initialridertaining.com)
- ☛ is campaigning in favour of environment by encouraging the use of synthetic oil for two-stroke vehicles, in particular those of old conception;
- ☛ is taking part to a research project funded by the Commission "Aprosys", aiming at identifying new concepts for bike protective clothing as well as road infrastructure standards taking into account the needs of motorcyclists.
- ☛ is promoting cost-effective motorcycle emission limits.
- ☛ is promoting free movement in Europe with the European Commission in order to lift unfair national bans on the circulation of vehicles.
- ☛ is working on a Commission project aiming to assess the effects for vulnerable road users of hard wired headlights on all vehicles.
- ☛ is closely looking into the subject of Intelligent Transport Systems to make sure that PTWs are properly considered.
- ☛ is following the developments at the world-wide level, on Global Technical Standards and Road Safety issues, within the United Nations Economic Commission for Europe.
- ☛ is seeking to raise awareness of motorcycling citizens in the EU applicant countries and new member states on European integration and the enlargement process.
- ☛ is taking part to a project looking at passive safety of motorcycles (vehicle, user, infrastructure).
- ☛ is campaigning strongly for the promotion of motorcycling as environmentally friendly activity and helping reducing urban congestion.
- ☛ is taking part in the road safety debate, also underlining the doubtful secondary protective measures for motorcyclists such as "leg protectors" and airbags.
- ☛ is campaigning on the potential negative effects for motorcyclists of a possible extension of Daytime Running Lights to all vehicles.

FUNDING

Funding is provided mainly by the national organisations. Some corporate financial support comes from the industry. The European Commission is also supporting FEMA, through the funding of European projects. Individuals can also support directly the European movement by becoming an official "FEMA Friend".

By actively participating in the development of a Citizens' Europe, we intend to protect motorcycling so that it can be enjoyed by future generations.

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National European Road Riders' Rights Organisations Represented by the FEMA :
Luxembourg Moto Initiative (LMI), Motorcycle Action Group (MAG) Belgium, Federação Nacional Motociclismo (FNM) Portugal, Biker Union Germany, DMC Denmark, MAG United Kingdom, British Motorcyclists Federation, MAG Ireland, MOT.O.E Greece, Kuhle Wampe Germany, BVDM Germany, MAG Netherlands, SMOTO Finland, IG Motorrad Switzerland, Coordinamento Motociclisti Italy, Fédération Française des Motards en Colère (FFMC) France, MAG Austria, SMC Sweden, NMCU Norway, CMF Czech Republic, MC Touring Club Denmark, MP69 Finland

In June 1988, national road riding motorcyclists' rights organisations from France, Germany, United Kingdom, Austria, Greece, Italy and Luxembourg gathered in Strasbourg. Out of this meeting came the decision to form a European organisation to defend and promote the interests of riders, and the Federation of European Motorcyclists (FEM) was born.

On 1st January 1998, FEM and EMA (the European Motorcyclists Association) merged to form the Federation of European Motorcyclists' Associations (FEMA). FEMA is the only European riders' rights organisation with a permanent presence in Brussels, concentrating its efforts on motorcycle and rider-related matters.

Affiliated to FEMA today are 22 national riders' rights organisations from 18 European countries. The Brussels-based Secretariat, headed by its General Secretary, co-ordinates policies and undertakes lobbying in line with the decisions of the FEMA Committee, which meets three times a year and on which representatives from all affiliates in all European countries participate.

AIMS AND METHODS

FEMA's aim is to promote the interests of road riding motorcyclists by cultivating relationships with the European institutions, and assisting them in the framing of acceptable road transport legislation.

FEMA's experience in negotiating with civil servants and politicians has shown that partial knowledge of the facts rather than genuine antipathy towards motorcycling is one of the main reasons for unsympathetic legislation. There are people in Brussels with strong anti-motorcycle feelings, but they are substantially outnumbered by reasonable people who only need to be informed in order that sensible decisions are made. To this end, FEMA has gained consultation status with the European Commission.

Through the FEMA Secretariat in Brussels, the lobbying efforts of the national organisations are co-ordinated, and a coherent motorcyclists' voice is presented to the European Parliament and Commission. FEMA is able to keep track of developments, and issues specific guidance on actions to be taken to the national organisations.

Whilst motorcycle industry and sporting interests are represented in Europe, we believe it is essential that the specific interests of the road riding motorcyclists are properly catered for. We maintain a strict policy of political neutrality.

FEMA is an active organisation on the world-wide motorcycling scene. The globalisation of standards being now a reality, FEMA has acquired the consultative status with the United Nations and the OECD in order to be able to closely follow the developments on this matter.

The Riders' International co-operation, officially set up between FEMA and its sister organisations AMA (American Motorcyclist Association), MRF (Motorcycle Riders

Federation) and FIM (Fédération Internationale de Motocyclisme), ensures that motorcyclists' interests are efficiently represented and promoted.

ACHIEVEMENTS

FEMA:

- established a full-time riders' rights office at the centre of the EC legislating process in Brussels;
- is well-known by Members of the European Parliament who praise the motorcycle lobby for its effectiveness and professionalism;
- helped secure modification to a complicated and expensive 3-stage motorcycle driving licence proposal in 1990;
- in 1992 secured exemptions from EC type approval for one-off producers and for new parts for existing machines, and preserved the freedom to modify one's own machine after point of sale;
- led the opposition that defeated the plans to impose a blanket ban on new motorcycles over 100bhp limit in 1994;
- has compiled a list of lawyers from different European countries who give free first advice to travelling motorcyclists who need legal assistance;
- has united 22 national motorcyclists' organisations from 18 European countries, giving to the opportunity to motorcycling citizens to promote and defend their interests;
- in 1995 secured support from the European Commission to research motorcycle training and produce a European Code of Best Practise;
- has won its case on various chapters of the "multi-directive":
 - *the right to be able to carry out servicing without unnecessary costs,
 - *exemption from marking of parts of larger machines,
 - *for the application of reasonable noise limits thereby protecting production of air-cooled machines,
 - *for the right of riders to choose the brand of replacement tyres.
- has protected and promoted a free consumer-orientated market in many other areas.
- has gained fair treatment between motorcyclists and car drivers concerning legal protection of designs of spare parts, thereby preserving cheap repairs;
- has stopped mandatory clothing standards;
- has succeeded in excluding bikes from car recycling bureaucracy.
- has organised in 1999 and 2000, together with FIM and ACEM (Association des Constructeurs Européens de Motocycles), a European competition for young riders called «Young Rider of the Year» funded by the European Commission.
- has campaigned for the promotion of Powered Two-Wheelers (PTWs) as an aid to reduce urban congestion within the White Paper on Transport Policy and achieved support in the European Parliament;
- has campaigned, jointly with the other vulnerable users' organisations, to oppose the car industry's commitment to fit hard wired headlights on all new cars.
- has achieved recognition from the European Parliament of the general principle that infrastructure should be adapted to the needs of all road users, including motorcyclists.