



**Autumn
Winter
2000**

EC propose new Emission Limits Moves in the European Parliament to make them tougher!

A proposal of the European Commission (EC) containing the proposed limits for the next stages of reducing emissions of motorcycles is now with the European Parliament (EP). This proposal had been developed and approved by the EC's Motor Vehicle Emissions Group (MVEG), where FEMA and ACEM represented respectively the riders and the motorcycle manufacturers. Now, the Rapporteur for the EP's Environment Committee, Bernd Lange, is seeking to make the proposals much stricter and has introduced a number of other issues! FEMA is very concerned about the proposal of using the current test cycle for the second stage limits, instead of the one being designed at the International level as suggest

by the EC. In addition to it, new concepts developed in the report include durability of exhaust systems & anti-pollution devices for motorcycles, on board diagnostics for bikes and in use compliance. Another amendment tries to introduce motorcycle roadworthiness testing.

Whilst FEMA is not opposed to all those concepts as such, we think that the deadlines imposed by the rapporteur are unreasonable, that there has been little consultation with users, that feasibility & cost-effectiveness of such measures have not been considered, and that some concepts are inadequate and misplaced. Furthermore it damages the well balanced proposal of the Commission.

If the Lange report was to be adopted as it

is, it would increase the costs for users by having motorcycles fitted with three-way catalytic converters, air-cooled engines being banned and two-stroke engines disappearing. Motorcycle manufacturers would also have to bear strict constraints, particularly the European motorcycle industry that does not have a car industry to back them up with research and/or technical solutions.

Fortunately, thanks to the letter campaign and the lobby efforts undertaken by FEMA and its member organisations by the Members and Substitutes of the EP's Committee on Environment, the Lange Report did not get much support.

FEMA has now drafted and submitted amendments on the controversial points to be tabled at the next meeting of the Environment Committee.

Next step is the vote in the Committee on Environment taking place by the end of January, followed by the first reading by the end of February in the EP in Strasbourg. The Council of Ministers then comes into play, where the Member States are expected to reach a common position by the second half of 2001 and second reading in the EP should take place by the end of the year.

FEMA will be acting on this issue during the next stages of the legislative process until the situation is solved.

FEMA focuses on the "World Bike" Standard

The FEMA, and its national member organisations, realise that Transport issues discussed by governments at the International level will greatly affect motorcyclists.

For some years now, FEMA is taking part in the different Working Parties dealing with Transport within the United Nations (UN). One of them has been given the responsibility to set up the construction standards for the "World Bike", the other one is establishing a worldwide Road Safety strategy.

With the Multi-Directive, the "Euro Bike" standards had been established. FEMA was in the front line to make sure that that bike was one that motorcyclists would enjoy riding. And with success!

Now, we have to make sure that the "World Bike" will be free from unnecessary restrictions.

The difficulty here is that the procedure is significantly different to the European democratic process, where Parliament and Member States have to reach an agreement for a proposal to be finally adopted. Within the UN, Member States are operating independently. In practical terms, this means that the results achieved by motorcyclists in Europe will not necessarily be taken into consideration worldwide. Added to the fact that the other continents will also be part of the game.

On the Road Safety side, the UN strategy for motorcycles includes the promotion of leg protectors in the design of bikes and fluorescent and reflective clothing... This sounds like 'déjà-vu'! FEMA managed to avoid making them compulsory in Europe and now they come back and try to impose themselves Internationally!

There is still a lot of work to be done in order to preserve the future of motorcycling. From the beginning, FEMA is looking closely to these developments and will work hard to make the motorcyclists' voice heard, together with FIM (Fédération Internationale de Motocycliste) and its sister organisations from the other continents.

See also inside:

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FEMA CRASH BARRIERS REPORT

The Motorcycle Safety Foundation of USA, who's aim is to promote the safety of motorcyclists, asked FEMA to present the conclusions from its report on «Crash Barriers & Motorcyclists» at the International Motorcycle Safety Conference in Orlando, Florida, USA in March 2001.



European Young Rider of the Millennium: Denmark wins! (see p.3)

FEDERATION of EUROPEAN MOTORCYCLISTS' ASSOCIATIONS

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CRASH BARRIERS: Things are moving in Europe!

SWEDEN: SMC launched motorcycle friendly device at The Via Nordica Exhibition

SMC, the Swedish Motorcyclists' Association, had a big show case at the Via Nordica Exhibition showing a cable barrier, partly covered with a motorcycle friendly device and a video with a computerised simulation of a motorcycle crashing against a cable barrier. The exhibition was mainly for "experts": politicians, civil servants from road safety authorities, road builders, constructors and many more from the whole Scandinavia. During three days SMC gave away more than 100 copies of the

FEMA Report «Crash Barriers & Motorcyclists» to officials from the five Nordic countries. It has also been sent to the traffic committee of the Swedish Parliament.

SMC was invited to take part in crash tests involving a cable barrier with and without device carried out by VTI, the main research institute for road safety in Sweden. Several persons from Vägverket, the Road Safety Authority in Sweden, came to get information and seek contact for future cooperation on

other issues.

Other people from Vägverket had negative remarks on road safety for motorcyclists. They meant that if the society can save the lives of ten car drivers, it's worth one killed motorcyclist! The money and time SMC spent on this exhibition was really worth it considering the contacts that have been made, the publicity received, the focus SMC put on road safety for motorcyclists and also the fact that SMC gained credibility with the right groups.

NORWAY: Motorcycles included in Crash Barrier Manual

Thanks to the FEMA Crash Barrier Report, Norwegian road traffic authorities have included motorcycles in their new Crash Barrier Manual, harmonizing national standards to the CEN Norm 1317.

Chapter 4.1.4. of the manual is titled «Crash barriers and Motorcycles» and its content stipulates the following:

«Crash barriers should, to the largest possible extent, be constructed to minimize injuries, if hit by motorcyclists. Crash barriers mounted on posts, both corrugated steel beams and wire rope safety fences, are hazardous to motorcyclists. With these barriers, non-flexible and sharp-edged posts are far more hazardous than flexible and round-edged posts. Barrier posts should therefore be constructed without sharp edges or

exposed parts that can inflict unnecessary injuries to motorcyclists.

In places, particularly those prone to motorcycle accidents, concrete barriers are the better solution because of their smooth surface. Alternatively, a steel barrier with two beams, one mounted under the other, should be used».

Morten Hansen of the NMCU says:

«Existing crash barrier systems are constructed without any consideration to motorcyclists' safety and we are extremely happy that the Norwegian road authorities have now included motorcycles in their new guidelines. No doubt the FEMA Crash Barrier Report added the necessary weight to the lobbying of the NMCU on this matter.

SPAIN: New protective device for crash barriers

A new concept to protect motorcyclists from the risk of colliding against crash barriers has been developed in Spain. It consists of a net set under the rail and preventing a body from sliding under it. An additional piece of protection exists to cover the sharp edges of the crash barrier post.

The company Toldos Aragon, which developed this device, mentions other possible advantages such as preventing crossing of small animals, reducing the effect of lateral wind, and, through the white colour chosen for the net, offers a better road visibility, which can be further improved by incorporating reflective devices into the net. FEMA welcomes this new initiative to reduce

the dangers caused by crash barriers to motorcycle riders. This is seen as another positive follow-up of the work FEMA has undertaken about crash barriers & motorcyclists (fully detailed on the Internet at: <http://www.nmcu.org/forskning/index.html>). Ten different devices or methods now exist to reduce risk to bikers from crash barriers, whether as prototype, or in some cases widely used throughout France and Germany, namely.

Contact :

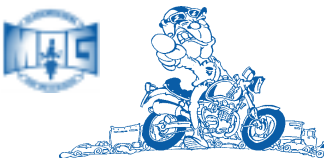
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NETHERLANDS: Demo Run against Roadpricing



On 23rd September, MAG Netherlands, FEMA's Dutch member organisation, organised a Demo Run to protest against the inclusion of motorcycles in roadpricing.

Over 25000 motorcyclists departed from Amsterdam, Rotterdam and Utrecht to reach the end of the protest run in het Malieveld (Den Haag).

MAG Netherlands is fighting against roadpricing for now two years and have already the support of political parties in the majority and inside the Dutch Parliament. The instigator of roadpricing, Dutch Socialist Transport Minister Mrs Netelenbos, wants to

have the first toll systems established in 2002 as a solution to fight congestion in Dutch cities.

MAG Netherlands is working hard on this issue and will take all necessary actions to make sure that motorcycles are exempted from roadpricing. Powered Two Wheelers are part of the solution to improve urban mobility... not part of the problem!

The European Young Riders of the Millennium are Danish!

The 2000 edition of the Young Rider of the Year Competition took place in Gandia (Valencia, Spain) from Wednesday 13th September to Saturday 16th September. 30 young motorcycle riders from all over the European Union (Germany excepted) and Czech Republic participated in the European Final. The Danish finalists, Tina Pedersen and Christian Jensen, finished first after a set of 4 riding events. Netherlands (Iris Koorn and Patrick Rensink) and Finland (Minna Jokinen and Arttu Kotilainen) followed respectively at second and third places. First prizes were a Honda Transalp and a Yamaha Fazer. In total, 25,000 young motorcyclists had participated in the earlier stages of the competition in the national rounds of the event. Bob Tomlins, European coordinator of the event says: «This event is most important for road safety as it develops awareness to safe riding amongst young motorcyclists all over Europe. It also gathers young riders from different cultures, sharing their enthusiasm for motorcycles, and developing a European identity». The event was co-organised by ACEM (European



Motorcycle Industry Association), FEMA (Federation of European Motorcyclists' Associations) and FIM (Fédération Internationale de Motocyclisme), and supported by the Directorate General for Energy and Transport of the European Commission.

LMI launches a DRIVERS' AWARENESS CAMPAIGN

Next year, the Lëtzebuurger Moto-Initiativ (LMI) will launch a campaign directed to car drivers and aiming to a better understanding between car and motorcycle riders. This will take the shape of a sticker which will be given out for free to all car drivers who want to stick it on their cars. In total, 5,000 of them will be distributed. The design of the sticker has been created by the Luxemburgish artist Lydie Develter.



Conspicuity of Powered Two Wheelers

The European Commission (EC) intends to initiate a research project on the conspicuity of PTWs. This was the subject of a preliminary meeting held on 12th October 2000 and organised by ACEM (European Motorcycle Manufacturers' Association). FEMA was present, other participants included experts from a number of research authorities and institutes with motorcycle safety interests.

The outline of this project will be to identify what makes motorcycles less conspicuous and how they can be overlooked. When the causes been identified, potential devices or measures will be proposed and their effects measured with a methodology developed in the same project. The feasibility of implementing such measures will then be assessed in terms of acceptance by the market, reliability and costs. The final step will be to verify the cost-effectiveness of the proposed solutions and assess introduction schemes.

«Whilst FEMA is prepared to continue to cooperate in the project, we question the wisdom of it being conducted in isolation from the subject of daytime running lights for all vehicles and without considering the interests of other vulnerable road users (cyclists and pedestrians)», said Bob Tomlins, Acting General Secretary. «We have to be careful that this initiative isn't hijacked by those safety nuts that would have us all riding around in florescent clothing with flashing lights on our helmets.»

Submissions to run the project will be entered by the EC within three months. The Industry is foreseen to play a lead role in it and research institutes are also invited to participate.

Advanced Rider Training in Europe: Commission to review existing schemes

Earlier this month, FEMA attended a consultative meeting on a European Commission's (EC) project proposal on advanced driver/rider training.

This project fits into the development of a Fourth European Driving License Directive and the EC commitment to the "lifelong learning process". The meeting was organised by CIECA (International organisation of driving license examining authorities).

FEMA, whilst not questioning the value of such training schemes, expressed serious reservations about the EC focussing on experienced rider training while there were still so many problems with basic rider

training in Europe. Another concern for motorcyclists is that these follow-up training schemes could become compulsory, as it is already the case in Luxembourg. FEMA is clearly against the implementation of such arrangements for Europe. And, last but not least, the EC is again dealing with both cars and bikes together in this project, which could result in the specific needs of riders being overlooked.

The parties present at the meeting will be invited to take part in the different stages of the project. FEMA will be looking at this very closely and try to make sure that motorcyclists' concerns and needs are understood and accepted.

**Happy
&
Safe
Riding Year
2001**

The FEMA logo is positioned on the left and right sides of the text. It consists of the letters 'FEMA' in a bold, italicized font, enclosed within a stylized, angular frame that resembles a speedometer or a racing helmet visor.

Plans are well advanced for motorcyclists to meet worldwide...

Columbus, Ohio. In December, a meeting took place of the working group developing arrangements for the 3rd International Public Policy Conference. This conference is organised every two years by the Commission for Mobility and Transport (CMT) of the FIM (Fédération Internationale de Motocyclisme). The next one will take place in Columbus, USA on 27-29th April 2001.

The objective of the conference will be to gather members of the International motorcycle community in order to discuss subjects that are of concern for motorcyclists.

The items on the agenda this year will be the global harmonisation of motorcycles standards, ITS (Intelligent Transport Systems) and how riders will be affected, and road safety.

FEMA will be present to make contributions on the increasingly important subject of global harmonisation and the Swedish threat of "Zero Vision" aiming to zero death on the roads. FEMA member organisations will also be present as representatives of European motorcyclists.

Legislation goes global...
So do motorcyclists!

Motorcycle trailers: Spain in the dock

The European Commission (EC) has decided to bring Spain before the Court of Justice because it considers that the absolute ban which that country has imposed on motorcycles towing trailers is an unjustifiable barrier to the free movement of goods and persons between Member States.

The EC, while sharing the Spanish authorities' concern for road safety, which was cited as justification for the ban, considers that road safety can be achieved by measures which are less trade-restrictive. For example, other Member States impose maximum speed limits on motorcycles with trailers or set maximum trailer dimensions or weight limits on the load which the trailers may carry.

FEMA's note: «After Denmark, where the «trailer» ban was lifted in June 1998 thanks to the efforts of FEMA and action from the European Union, Spain is the only country imposing this ban to motorcyclists, Spanish or foreigners. This causes a lot of problems for many touring motorcyclists with trailers who are travelling between southern countries, all which allow trailer use.»

For more information about the court case, please contact:

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LUXEMBOURG: Campaign against bike accidents

The Luxemburgish Minister of Transport Henri Grethen started the campaign "together take care of each other" with the aim of reducing the number of motorcycle accidents.

The campaign consists of:

* a TV spot showing how easy it is for a car driver to overlook a motorcycle rider because of his thin silhouette.

* a leaflet with the most important advice for motorcycle riders and for car drivers were produced and sent together with a letter personally addressed from the minister of transport Henri Gethen to the 14.000 luxemburgish motorcycle riders.

* the Police Grand-Ducale will do more speed controls, particularly in the north of the country.

Please publish this information on your websites and in your magazines and send us a copy to the following address:

Lëtzebuenger Moto Initiativ B.p. 34 L-5801 Hesperange / Luxembourg

PTWs: a solution to improve urban mobility?

More and more Road Traffic Officials agree!

The Transport Section of the European Commission (EC) is preparing a Green Paper on Urban Mobility in order to develop policies to reduce congestion and land use. The FEMA have been asked to give the motorcyclists' perspective on the role that Powered Two Wheelers (PTWs)

saved commuting every day between home and work. This is a very good sign for motorcyclists as Mr Bemtgen will be able to take a wise approach when considering the real advantages of PTWs in reducing traffic congestion and saving parking space.

means of transport that I advocate the most. Without exaggerating, I am saving two hours every day by using my motorcycle to go to work. Of course there are some disadvantages connected to it, such as rain or cold weather, but to avoid being stuck in traffic, the bike is the best solution. When I am riding my motorcycle and pass a traffic jam, I laugh behind my helmet thinking that these car drivers will still be stuck there for quite a while!»

A meeting between FEMA and Mr Bemtgen took place end of September to discuss in length the approach to be taken in the Green Paper on the role that PTWs can play in urban traffic. It is very important that PTWs are properly considered in that paper and we are sure that the right approach will be taken from the beginning.

Vice-president of the European Commission, Ms. Loyola de Palacio says that the European Commission recommends necessary and urgent actions on the local, regional and national levels to improve the mobility in cities. One of the actions that she recommends is: ... to give fiscal and other advantages to consumers or companies that choose cleaner cars or fuel or that choose vehicles that are more adapted to cities, such as ultra-light and small cars, clean and quiet Powered Two Wheelers, bicycles, etc...

can play to improve mobility in European cities.

Mr Bemtgen, since in charge of drafting the paper, is using his new 50cc scooter to go to work in order to test its efficiency fighting congestion.

He is absolutely amazed at the time

Major De Neve, spokesman of the Belgian Gendarmerie, also famous for his TV programme on road safety «Contact», states that his first choice for improving traffic mobility is the motorcycle. He recently declared in the weekly magazine «Telemoustique»: «The PTW is the

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