



Spring
2001

Riders Meet Worldwide!

Successful outcome from the 3rd International Riders' Conference

On 27-29th April 2001, over 100 representatives of riders' organisations from all around the world gathered in Pickerington (Ohio, USA) to discuss the main issues affecting motorcyclists worldwide. The Globalisation of motorcycle technical regulations and Intelligent Transport Systems were the main items on the agenda.

The International Riders' Public Policy Conference was organised for the third time by the Federation Internationale de Motocyclisme (FIM), co-ordinated this year by its American affiliate, the American Motorcyclist Association (AMA), with the co-operation of the Federation of European Motorcyclists' Associations (FEMA) and the Motorcycle Riders Foundation (MRF).

Introducing the subject of Global harmonisation of motorcycle standards, the FEMA's Acting General Secretary Bob

Tomlins presented the riders' perspective. European and American senior officials Julie Abraham, of the American Safety Institute NHTSA, and Wolfgang Schneider of the European Commission's Directorate-General for Enterprise, gave their contribution on the approach taken by their respective authorities. IMMA's Secretary General Nick Rogers (International Motorcycle Manufacturers' Association) briefly explained the industry's view on the matter.

The subject of Intelligent Transport Systems (ITS) was also covered, with legitimate concerns being expressed on the integration of motorcycles in the concept. The conference thought that these systems must not remove control

of a vehicle from the driver, or intrude in citizens' private life.

This conference also had a presentation of the Swedish "Vision Zero" Road Safety strategy by Roger Johansson of the Swedish Traffic Safety Administration. Surprisingly, the position of the Swedish authorities seemed to have changed towards motorcycles. Mr Johansson said that motorcyclists' organisations should be fully involved in the scheme as official

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WORLD BIKE REGULATIONS
FEMA wins! (See more inside)

Motorcycle Emission Limits

Council of Ministers in line with FEMA position

At the Council of Ministers' debate held on 8th March 2001, encouraging signs came from EU governments who supported, with one exception, the original proposal of the European Commission (EC) on the next stage of reducing emissions of motorcycles. For hydrocarbons, the Council suggested tighter values for motorcycles above 150 cc than those proposed by the EC for 2003.

The amendments adopted by the European Parliament (EP) at its First Reading do not seem to

be very popular among the Member States. Indeed, they do not want the limit values for the third stage of reduction of motorcycle emissions (2006) to be mandatory before a specific test cycle for bikes is finalised. The cycle is expected to be presented by the EC in 2002.

The Council also opposed secondary measures such as On-Board Diagnostics and in use compliance checks, as they are considered inappropriate for two-wheelers at this stage, and asked the EC to investigate the matter, without giving a deadline.

FEMA is very pleased to see that its opposition to the measures proposed by the EP is supported by the Council of Ministers, who are expected to meet again and take a Common Position next June at the latest.

FEMA will meet with the EP's Rapporteur Bernd Lange and the Industry in the near future. From the outcome of the meeting, FEMA will identify the next actions that need to be taken on behalf of European motorcyclists for the EP's Second Reading.

See also inside:

New FEMA Campaigns' Officer

Germany against ISA!

RoadRunner European Rally

MEP Motorcycle Ride 2001

CMF joins FEMA

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Festival of European Motorcycling in aid of FEMA - BE THERE!

WORLDWIDE BIKE STANDARDS

FEMA wins its case on a more democratic process!

At a meeting with the European Commission's (EC) Directorate General for Enterprise held on 23rd April 2001, FEMA was informed that the Commission will fully involve the European Parliament and ensure greater democratic approval in the global harmonisation process.

Prior to this meeting, FEMA had started to campaign in the European Parliament (EP) on the democratic deficit in the legislative process of worldwide harmonisation of regulations, particularly on new issues under the United Nations' 1998 Agreement.

FEMA is very satisfied with the statement from the EC in favour of the Parliament's involvement through the co-decision procedure for regulations developed by the United Nations (UN), allowing Europe's democratic body to have a real influence in these proposals.

At the same meeting, FEMA argued that users should be involved in the development of a European perspective. We proposed that the Commission should establish arrangements which would allow issues to be considered jointly by the EP, consumers/users, industry and the Commission, while they are being developed in Geneva.

The Commission said that they would be pleased to receive FEMA's views on any issue at anytime. They would however, have to refer the proposal for a more developed and inclusive arrangement for consideration within the European Commission.

FEMA is very satisfied with these developments that will really make a difference and lead to a more democratic input in regulations that will affect consumers worldwide.

Riders meet worldwide....

partners responsible of achieving the aims of Vision Zero by educating motorcyclists in order to reduce fatalities among these road users. In the light of the information received on the subject, FEMA will discuss further the matter and take a position at its next Board meeting later this month.

Road safety issues were also on the agenda, including a presentation by Federico Galliano of ACEM (European Motorcycle Industry Association) of the MAIDS project (Motorcycle Accidents In-Depth Study), the most comprehensive research which aims are to reach a clear analysis of the causes and consequences of motorcycle accidents in order to propose relevant measures to reduce injuries. Hans Hammarlund, Vice-President of the FIM's Commission for Mobility, Transport, Road Safety and Public Policy, presented an overview of the functioning of the UN's Working Party 1 dealing with road safety.

FEMA's President Erwin Renette said: "This third conference has been a success with important achievements, particularly the co-operation between the riders' organisations in the representation of motorcyclists' interests at the International level". He added: "The best chance we have of ensuring that the globally harmonised bike will be a bike that we will want to buy and ride, is through ensuring that when the representatives of the United States go to Geneva, when the representatives of the European Commission go to Geneva and the member states of the European Union go to Geneva, their positions will be the same, or be very similar to, the position of the representatives of the International riders' organisations".

Prior to the Conference, discussions took place with the aim of uniting the riders' groups efforts in the creation of the "International Steering Committee" monitoring the developments of the worldwide harmonisation of motorcycle standards. AMA President Robert Rasor announced at the Conference that AMA, FEMA and MRF have already committed to give financial support to this Committee, and expressed his hope that FIM will participate as well.

GERMAN GOVERNMENT REJECTS INTELLIGENT SPEED ADAPTATION SYSTEMS

In its official paper circulated to the meeting of the United Nations' Working Group on Road Safety held on 3-5th April in Geneva, the German government clearly stated its objection to external intervention in the speed of vehicles. The "Intelligent Speed Adaptation" (ISA) system aims to ensure enforced compliance with imposed maximum speeds by taking the control of a vehicle from its driver. The technology uses GPS (Global Positioning System) which is connected to the electronic engine management system of the vehicle.

The opposition of Germany is based on three main arguments.

They consider that the principles of ISA are in contradiction with those of the Road Traffic Regulations contained in the 1968 Vienna Convention, which clearly stipulates as one of its fundamental principles, that the control of the vehicle can not be taken from its driver. (*see text below). Germany also refutes the common argument that ISA and speed limiters, such as fitted to heavy goods vehicles, are similar technologies. Speed limiters are regulated to a specific final speed value but still give the possibility to the driver to adapt his way of driving, while the ISA system reduces the speed in accordance with local speed limits by allowing external control of the vehicle. Last but not least, ISA can put traffic safety at risk, by making impossible for the driver to accelerate out

of trouble. Motorcyclists have all experienced a situation where accelerating was the only option they had to avoid an accident.

FEMA totally agrees with this position. In 1999 the International Riders' Public Conference held in Mulhouse (France), adopted a joint resolution setting out a similar position which was endorsed by the International motorcycling community.

We shall soon know if this position obtains support from other governments at the United Nations. FEMA will be monitoring and seeking to influence the developments on this important issue.

Text of the relevant articles in the Vienna Convention on Road Traffic of 8/11/1968

- Article 8, §5: "Every driver shall at all times be able to control his vehicle and to guide it".

- Article 13: "Every driver of a vehicle shall in all circumstances have his vehicle under control so as to be able to exercise due and proper care and to be at all times in a position to perform all manoeuvres required of him. He shall, when adjusting the speed of his vehicle, pay constant regard to the circumstances, in particular the lie of the land, the state of the road, the condition and load of his vehicle, the weather conditions and the density of traffic, so as to be able to stop his vehicle within his range of forward vision and short of any foreseeable obstruction."

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New FEMA Campaigns' Officer

From February 2001, FEMA has got a new Campaigns Officer. Antonio Perlot is responsible for the lobby work, representing and promoting European motorcyclists' interests. He is replacing Eric Thiollier who worked with us for two years. Coming from a diplomatic family, Antonio is at home in an International working environment. His father is Italian and his mother Swedish, thus he is naturally open to different cultures. His knowledge of languages is impressive, he is fluent in English, French, Italian and Portuguese. His experience in dealing with European institutions, having worked as a consultant in a public affairs company, will greatly help FEMA.

A rider for many years (he was 3 years old

when he first sat on a bike), he is presently riding a Buell X1 Lightning, kindly sponsored by Harley-Davidson.

When applying for the job, Antonio said: „Working for FEMA as the person responsible for political relations, promoting the interests of motorcyclists by the European institutions, would mean making use of the knowledge and the tools I achieved professionally in the field of lobbying, while serving my passion for motorcycling related issues. I reckon this to be an almost unique opportunity I wouldn't want to miss“.

Antonio Perlot is joining the present team, Bob Tomlins (Acting General Secretary) and Christina Gesios (Administration Officer).



Crash Barriers: EU wants them safer for riders!

At FEMA's request, the European Parliament (EP) adopted in a resolution on the "Priorities in EU road safety", a point on the importance of making crash barriers safer for motorcyclists. An amendment to this aim had been tabled by Helmut Markov, German MEP and motorcycle enthusiast. FEMA was concerned that within this report, safety barriers were advocated as a way to improve road safety, with no mention of the danger they cause to motorcyclists. Crash barriers are the cause of 10 to 15 % of all fatal accidents of motorcycle riders in Europe, and also cause very severe injuries. FEMA reckons that crash barriers can be a benefit in terms of road safety for a majority of road users, but wants the risk they cause to motorcyclists to be recognised and some emphasis to be put on the existing secondary safety measures to address those risks.

The text adopted in the Resolution is the following: „Whereas such a policy might require major investment to plan and build a safe traffic system; but whereas low-cost road engineering measures, such as safety barriers, may be implemented quickly and, like the production and promotion of EU technical guidelines based on best practices, may significantly improve traffic safety; whereas, however, the safety barriers must meet the specific safety requirements of motorcyclists“. FEMA has been working for many years now on this subject. A complete report on this topic is available on the internet at the following address : http://www.nmcu.org/forskning/fema_cbp/

This includes a complete statistical analysis, a list of devices to make barriers safe to motorcyclists, cost-effectiveness considerations, and constructive proposals for improving the situation.

EUROPEAN FESTIVAL OF MOTORCYCLING

14, 15 et 16 SEPTEMBRE 2001
accueilli par la ville motarde de
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3^e FESTIVAL FEMA

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FEMA welcomes CMF as New Member

Having participated as observers for one year, the Czech Motorcycle Federation (CMF) were welcomed as a FEMA member organisation at the Annual Meeting of the FEMA Committee.

With a growing number of CMF members being road riding motorcyclists, this was the main reason for CMF to apply for membership of FEMA, the European Federation which protects and promotes the interests of motorcyclists in Europe. CMF is increasingly concerned about road safety and environmental issues due to many problems existing in Czech Republic on these two aspects.

This brings the number of FEMA members to 22 national



organisations coming from 17 different countries.

FEMA's President, Erwin Renette, said: „We are always glad to welcome a new organisation into FEMA, especially one that is from the former Eastern Europe. With all these new countries lining up to join the EU, we need representation in those countries also. Once a country joins the EU, it will have an impact on the motorcycling laws in that country. The riders are better off if they have a voice in the EU-institutions. FEMA gives them this voice. They need us as much as we need their support. Welcome CMF!“

RoadRunner European Rally 27-29th September 2001

organised by



Participate and help FEMA

Info on the Internet:

<http://roadrunner1000.homepage.com>

or contact John Wheeler:

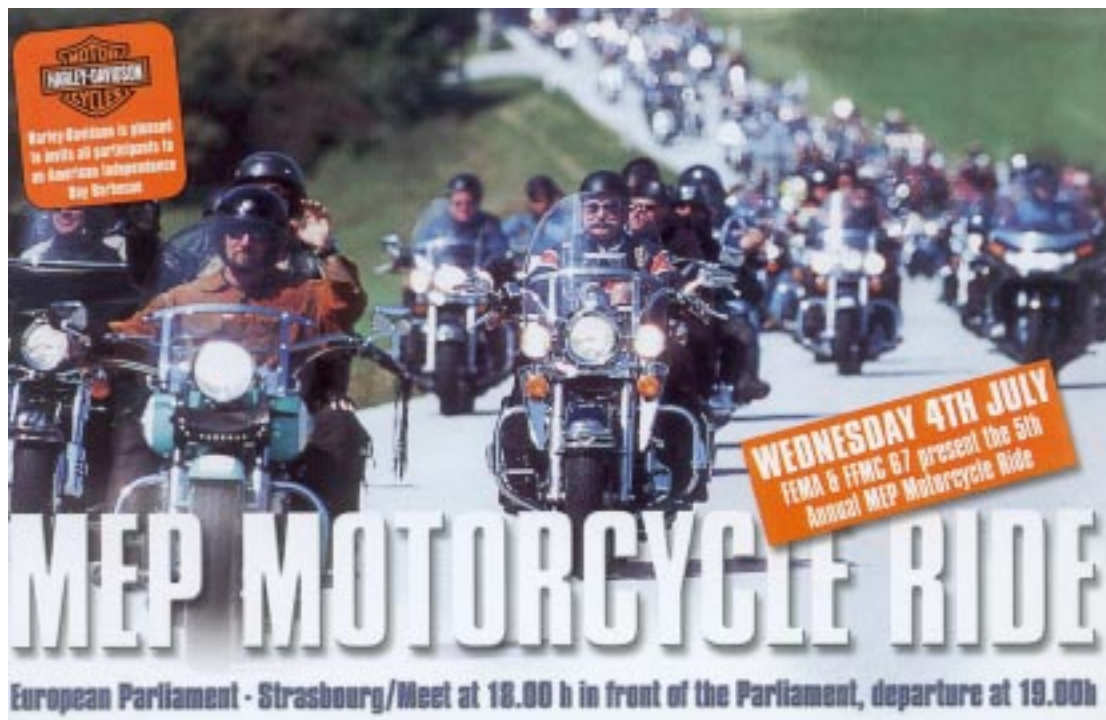
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