

***** Final NC Minutes *****

National Committee Attendance Sheet					
National Committee Meeting (via Microsoft Teams due to ongoing COVID-19 restrictions)					Date:08/08/2020
Surname	First Name	Initials	Region/Post	Present	Apologies
Armstrong	Michael	MA	Cumbria Rep		
Boyd	Martyn	MB	Contact for Northern Ireland		
Bridgwood	Alex	AB	Lincolnshire Rep		✓
Brown	Colin	CB	Director Campaigns & Political Engagement	✓	
Carrott	Andy	AC	Vice Chair / Lincolnshire Deputy Rep / Director TMAGL	✓	
Carrott	Jane	JC	Minute Taker / Director TMAGL	✓	
Carter	Paul	PC	South West Rep		
Churchlow	Ian	IC	Director TMAGL / NEL	✓	
Cox	Tony	TC	North West Rep / Director TMAGL / Trustee Foundation	✓	
Fawthrop	Tim	TF	Greater London Rep	✓	
Gale	Aine	AG	Network Editor		✓
Hughes	Bill	BH	North Wales Rep	✓	
Lavender	Selina	SL	Chair / Director NEL / Director TMAGL	✓	
Legg	George	GL	National Web Research Officer / Western Region Rep	✓	
Mallett	Steve	SM	South East Rep	✓	
Manton	Richard	RM	Yorkshire Rep		✓
McFadden	Phil	PM	South Wales Rep / Trustee Foundation		✓
Mutch	Ian	IM	President / Editor "The Road"	✓	
Öpik	Lembit	LÖ	Director Comms & Public Affairs	✓	
Peregrine	Tim	TP	Southern Rep	✓	
Seymour	Pete	PS	Thames Valley Rep		
Vacant			East Anglia Region		
Vacant			East Midlands Region		
Vacant			Eastern Region		
Vacant			Herts / Essex Region		
Vacant			National Clubs Liaison Officer		
Vacant			National Reps' Liaison Officer		
Wells	Graham	GW	West Midlands Rep		✓
Wigham	Dave	DW	North East Rep	✓	
Wykes	Steve	SW	Scotland Rep	✓	

Motorcycle Action Group: National Committee Meeting

Date: August 08, 2020 Time 12.00 pm Venue: Not applicable

1. Introduction:

Due to the continuing Government-led national restrictions on gatherings and social distancing in relation to the COVID-19 pandemic, the August 2020 NC meeting was held remotely via Microsoft Teams.

The Board of Directors met via Skype meetings on the evening of Friday 7th August 2020 and on the morning of Saturday 8th August 2020.

As with the June 2020 NC meeting, the committee met virtually via Microsoft Teams.

2. Apologies for absence:

See Attendance Sheet.

3. Appointments and resignations:

None, due to not being able to conduct AGMs under current restrictions.

4. Adoption of NC agenda:

Adopted with revision.

5. Ratification of previous NC Minutes:

i. Minutes of previous NC meeting.

To accept the June 2020 NC Minutes.

Proposed: Bill Hughes; Seconded: George Legg. Carried.

ii. Minute of any email votes taken between NC meetings.

None.

6. Matters arising from previous NC Minutes:

None.

7. Campaigns/Priorities:

CB and LÖ provided a video report, which has been circulated to the NC. Written reports were also circulated, which SL summarised.

Craig Cary Clinch has tabled a suggestion to resurrect the National Motorcycle Council, something that MAG was involved with originally some years ago. Many NC members had not been in post at the time or did not recollect the NMC, but IM held the opinion that it was merely a 'talking shop' and had achieved little.

SL asked CB if he wished NC to vote regarding whether MAG should join the new NMC; CB confirmed that the matter was in such early stages that it was unnecessary at this time.

AC sought clarification regarding the BMF's statement regarding motorcycle noise and was advised that it had been made in a Motorcycle Crime Reduction Group meeting. CB confirmed that there had been no discussion around the issue in a Coalition meeting.

IC raised the issue of introducing speed limits for motorcycles that would be set at lower levels than existing ones, and also the consideration of banning motorcycles from selected road routes.

SL confirmed that a new draft position statement regarding noise is being worked up and will be circulated in due course.

See Appendices for attached formal reports.

8. Board meeting report (including FEMA):

The Board met via Skype on Friday evening, including Julie (JS), and again on Saturday morning with the Political team.

No appointments or resignations.

A free magazine to be offered as part of a recruitment drive and a tee-shirt designed as a fundraiser.

The old noise position statement has been forwarded to AC for update.

A confidential discussion around staff issues.

Finances are still looking healthy, with over 5 months reserves still in place. Figures on membership numbers and Standing Orders are two weeks behind.

Website and database issues around vulnerability to hacking have now been resolved.

Jon Strong will present a position in regard to ABS to FEMA.

Yorkshire Pudding and Farmyard rallies currently have the green light to go ahead on their rescheduled dates, subject to any changes to restrictions that may be enforced in the meantime.

Reports from Board, NC and Foundation, plus a Financial report, will be included in the next issue of The Road in lieu of AGC, which can no longer go ahead due to Covid-19 restrictions. It was noted that the Accounts will not have been audited at this point, due to a backlog of work for the Auditors.

Board met with the Political Unit on Saturday morning.

SL read out a Board proposal for NC consideration and vote:

To ask the National Committee to sanction a request that the next issue of The ROAD be free from environmental subject matter, due to an unsustainable amount of time being taken up by IM and LÖ with a serious difference of opinion regarding this subject.

SL explained the thinking behind the proposal: i.e. that a great deal of time is used by IM and LÖ to generate wide-ranging philosophical arguments about the environmental debate, with little or

no agreement and much of which is not directly relevant to motorcycling. Ironically, LÖ and IM found themselves in agreement in stating that the environmental debate cannot be separated out from the motorcycling debate. A discussion ensued, the outcome of which was summed up by BH: i.e. that it is all about balance.

The Board withdrew the proposal on the basis that IM and LÖ move forward on the basis that discussion around environmental issues should be limited to those directly relevant to motorcycling, particularly with regards to articles published in The Road.

SL asked NC to indicate whether they are happy with the way the Board is working and this was confirmed to be the case.

9. Forthcoming events:

None noted.

Many events have been cancelled or postponed until further notice. SL requested that details regarding cancellations and postponements are forwarded to Central Office.

Yorkshire Pudding and Farmyard Party both currently on track to take place on rescheduled dates (restrictions notwithstanding).

10. Requests for AGM Observers:

None. All AGMs postponed until further notice.

Constitutional requirement for all AGMs to be held within 15 months of the previous one currently suspended, subject to regular review.

11. Reports (circulated on email list prior to meeting):

i. Regional Reps

British Independent Islands: (vacant)

No report available.

Cumbria: Michael Armstrong

West Cumbria MAG.

Meetings are on hold, information and communication is being passed on via WhatsApp and Facebook. Likely to start back up in September.

Furness MAG.

Meetings are on hold, information and communication is being passed on via private page on Facebook. Likely to start back up in September.

RR Report.

Send NC emails to Furness/West Cumbria MAG.

My article on how to fit political involvement into local and regional MAG event was published in The Road. Also, my letter about the funding shortage made it into the magazine too.

I gave feedback to the I.C.E. consultation and encouraged other MAG members to do the same.

I lobbied the Copeland Borough Council on the potential of removing some motorcycling parking in Whitehaven due to widening the footpaths for social distancing. The barriers came up to the bike parking and not beyond it.

The region wrote to our MP's on Covid-19 related concerns regarding motorcycling, feedback was passed onto central office. Then we did follow ups with the Three Demands Letter.

I also produced a template email on recruiting MP's and councillors. They were sent off to target likely MP's that would join MAG. We had replies but none signed up as yet.

East Anglia: (vacant)

No report available.

Eastern: (vacant)

No report available.

East Midlands: (vacant)

No report available.

Greater London: Tim Fawthrop

The last couple of months have been very busy on social media for London MAG.

We have put together some good responses to consultations and requests for access to bus lanes, and even a paper on how councils at very little or no cost improve road safety for motorcycles which we have emailed to London MAG members to send to their council.

We have started a response to the Streetspace scheme to make sure that it's not kept on without the correct consultation process.

The team are as usual doing an outstanding job on keeping motorcycle in the minds of various leaders from the local council to MPs.

We have not had any meetings at the Ace or Bike Shed by mutual agreement; the Zoom meetings seem to work, and we are getting more than at a physical meeting. Perhaps going forward some way of doing both might be an idea.

I have attached them if you would like to have a look, hopefully, they can be used locally with very little editing

Herts & Essex: (vacant)

No report available.

Lincolnshire: Alex Bridgwood

No report submitted.

North East: Dave Wigham

Since lockdown very little has happened in the area. Meetings were suspended and in person meetings have not happened as just about every single member that attends is either shielding or has compromised health in some way. Teams meeting have not taken place as so few members have the technical ability or equipment to attend.

Politically people have individually responded to the Banning of Petrol vehicles and the Highway Code review. The North East transport policy that was released was reviewed and found little changed.

Gateshead have introduced experimental cycle lanes to the detriment of road users however before MAG NE could get involved the population of Gateshead took matters into their own hands there was a huge outcry on TV followed with surveys and petitions. The current system looks unlikely to go forward.

Our City Show was cancelled due to C19, Bikewise where we work with the Police was cancelled and obviously, Stormin has been cancelled for 2020. Even now in August motorcycling activities are vastly reduced in the North East local Pennine cafes etc having negligible trade from bikers compared to a normal year.

Due to new C19 working practices at my work I will be unable to attend any of the remaining Norther MAG rallies in the event they go ahead as I will be working weekends.

Roll on, 2021.

Northern Ireland: Martyn Boyd

No report submitted.

North Wales: Bill Hughes

Since last October, due to my health, followed by the lock down, nothing has happened in North Wales. (MAG related, that is). However, the lock down has been eased (I would not be so foolish as to call it over yet), I am back in the saddle, (riding is not a problem, it is walking that gives me trouble) So it occurs to me that it is a good time to start revisiting some previous areas of work.

First of all, Flintshire CC. I wrote to them enquiring of their position regarding Motorcycles in their Transport Policy on the 26th June. Having not received even an acknowledgement by the 27th July, a letter went to the Chief Exec on that date. As yet, I still have not heard anything, but I will as this will be escalated as far up as necessary until they learn NOT to ignore me.

I have also written to my MP regarding the highway code consultation.

I have spoken with the Landlord of the New Inn, St Asaph where we held our monthly meetings. He is very supportive of us (I think he really missed the income from our bike show this year) and we are starting up our meetings on the Last Thursday of this month. Hand sanitizer has been ordered from E-bay. I have put this out, not only on the Abergele FB page, but also other relevant FB pages such as Bike meets North Wales, emphasising that bikers do NOT need to be MAG members to come along, the theory being to get them interested and involved. Looking at the comments and the number of shares, it might just work with the obvious (hopefully) knock on effect of promoting individual membership.

It is also my intention to pick up where I left off, visiting The Authorities in North Wales regarding their consideration of Motorcycles and motorcycling in their Transport Policies and promoting our Pathways to progress.

North West: Tony Cox

12th -13th June: -Board meetings via Skype

Took part in the Board meetings, minutes will be available at www.mag-uk.org.

13th June: - NC Meeting via Microsoft Teams

Our first attempt at an on-line NC meeting went well. Minutes should soon be available on www.mag-uk.org.

MAG Foundation

Got agreement from the other trustees to support an idea by Andy Carrot to market some T-shirts via the foundation as a fund-raising activity. The T-shirts should hopefully be available soon for pre-order and by selling via the foundation, maximum profit can be achieved.

National IT Matters

Not much to report over these last few months. The new website seems to be functioning well due to the hard work of others. Mark Young has made some changes to the admin logins which has vastly reduced the amount of fraudulent log-on attempts. I am continuing to maintain the NW MAG website and link to the main news items.

Other News and future events.

- Wirral MAG Rep Dave Pearson has contacted David Brown who is the Principal Transport planner for Liverpool over the secure parking facilities for PTW; so far, he has received no reply so is planning on contacting Wirral Council next. I have passed on some work we did many years ago when LCC stopped PTWs from parking in the pay and display bays .
- All local meetings are currently still on hold.
- Continue to assist Jon Strong with his ABS campaign
- Continue to input into the debates on our stance against government intentions to phase out petrol/diesel vehicles in the next few decades.
- I have written a few e-mails to my MP Mark Menzies on the benefits of Motorcycles and Scooters during the current pandemic but have, so far, got no replies.
- Continuing to help produce and distribute the monthly NW Newsletter. We are getting good feedback the crossword was well received. Past issues can be viewed on the North-West MAG website. <http://north-west-region.mag-uk.org>.

Scotland: Steve Wykes

No report submitted.

South East: Steve Mallett

1/ Rye Council (Sussex) contacted MAG for help concerning 'Noisy and speeding' motorcycles in and around the town.

Self and Colin Brown had a zoom meeting with the Town Clerk and 2 x 'concerned residents. Eventually the Rye contingent thought it would be a good idea to hold some kind of 'meet the bikers' event on the local rugby club field. Should this take place I'll take the MAG publicity gazebo to Rye but won't be taking a position about speeding and noise.

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*Incidentally, the following week 32 vehicles were caught in a speed trap on the A 259: 30 cars and 2 bikes...!

2/Attended an on-line 'webinar' organised by Highways England about the Lower Thames Crossing. 2 of my pre posted questions answered

a/ To confirm that charges will remain the same as the Dartford crossing, therefore free to Motorcycles. = Yes

b/ Access for L plate riders, this remains 'NO'. Highways England seem to have a tenuous grip on motorcycling regulations and so I'll be following up with a phone call on 0300 123 5000

*SE Dep Rep, JC Quinton took part in a subsequent Webinar and asked the same questions. Same positive answer on tolls and the L plate question is now being reviewed. The tunnel will be 70 mph as opposed to Dartford Crossing being only 50 mph. Hence their concerns on learners. However, a 125 can easily keep pace with HGVs who (I assume) will be limited to 60mph.

3/ 'Reopen Madeira drive to all', demo (Brighton). Prior to this event Mark Greening (aka Joe) from Brighton MAG and self were interviewed by Capital Brighton /Heart Sussex local radio news.

On the day members from North Kent and Brighton MAG were at the demo.

3a/ Observed Brighton MAG's AGM (just 6 people and all 2 m apart) Alex Pease now rep again.

4/ N Kent branch, after weekly zoom meetings we finally met up at the Nags Head again.

5/ '3 demands' PR. So far, we have had positive replies from MP's Tracey Crouch, Kelly Tollhurst and Adam Holloway. There may be others but waiting to hear.

6/ Craig Mackinlay MP, Thanet, is now a MAG member. Spoke with his PA and wrote to Craig himself, but no response yet.

7/ Dep SE Rep 'JC' Quinton has spent a lot of time and energy trying to set up a joint campaign between MAG, Kent police and Medway council to reduce bike theft. He produced several good posters and submitted them. Police now decided they don't want anyone's logo but their own on publicity and so this very good scheme now shelved.

8/ 'Team' meeting with Medway council set up for August. This is to push for m/c parking in the new electric vehicle parking bays.

Southern: Tim Peregrine

The Region is still working under Guidelines and Regional Officers have met with Zoom calls.

Activities reported by the Groups:

- Basingstoke
Members have been sending letters to their MPs.
- Portsmouth
CAZ Consultation opened
Show has had to be cancelled and looking at alternative ride-out.
Letter written to MP, and response from Communications Officer to The Rt Hon Penny Mordaunt MP
- Salisbury
Have met informally in a Member's garden.
John Glen MP contacted, and standard response received.

Local affiliated club supportive and published MAG covid-19 guidelines in their Members magazine.

Monitoring Wilts Council and pedestrianisation consultation.

- Southampton
- Winchester
In contact with pre-lockdown meeting attendees to look when they are happy to return.
Very quiet.

South Wales: Phil McFadden

I attended our County Council virtual road safety Meeting, which was interesting -there actually is a money tree for sustainable active transport, including re-routing conventionally powered transport, & some road/pavement widening where vehicles may come into conflict with those who are vulnerable and pursuing "active travel". My assertion that motorcycling is active was met by polite laughter and blank looks when I elaborated. It was admitted that the message from the Welsh Assembly is to think about ways to make any proposed changes permanent.

In the meantime my beloved found this:

<https://www.manchestereveningnews.co.uk/news/greater-manchester-news/cyclops-cycle-junction-hulme-open-18551423>

Apart from some electronic Comms not a lot else has happened, though I agree with concern raised by some members of Aber MAG that we are releasing too many PRs which state that MAG is ANGRY or OUTRAGED! Some of us feel that the tone we are seen to be setting is impotent & lacks celebration of riding. Unfortunately, with the current administration clearly saying what they believe people want to hear and then playing fast and loose by demolishing rules while spaffing the nation's money into their friends' pockets - then just like the rest of the country we are impotent. I note calls for more direct action on the Facebook post about our PR of our outrage at the revised Highway Code.

There is one other item from Cardiff. Castle Street has been sealed off from traffic, but the bus lane was not fenced off. A member queried if bikes were still allowed. Enquiries with Cardiff Council revealed that the bus lane is only open for emergency vehicles, bikes are not allowed (or buses).

South West: Paul Carter

No report submitted.

Thames Valley: Pete Seymour

- Reading Group has recommenced Monday meetings at The Butler pub, meeting outside not inside, and running a Zoom meeting at the same time. Attendance at the pub has apparently been slow but is increasing. I've been busy and unable to attend but still have reservations about the risk due to my family risk factors.
- Wycombe Group held a very successful on-line live Chinnor Rally. I don't know the full numbers but understand it has raised about £1,000, and is still trickling in. As in normal years, the proceeds will be split between MAG and their two rally supporters chosen charities (Air Ambulance and one other).

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- Wycombe's regular pub meeting point, The Dashwood Arms, is in doubt after the manager was unable to renew his lease. It is currently closed and some potential leasees have been to view the pub. The Manager has been very supportive of the Group in the past and in return, the Group had a big close-out attempt to drink the pub dry party for him, and a presentation gift.
- Reading Borough Council's attempt to do an on-line Transport Strategy 2036 consultation, to satisfy legal requirements and enable them to legally proceed with plans, has been referred to the independent ethics committee. There have been a number of objections, both procedural and factual. Reading BC used Microsoft Teams externally for the first time and it basically failed.
- I was also unable to access the next RBC Transport Management Committee as it also used Teams. Between that and my unreliable broadband service I have been struggling.
- Hopefully I can access our meeting tomorrow using the guest account.

Western: George Legg

There is nothing happening across the region as such, although some of the local groups have restarted their meetings.

West Midlands: Graham Wells

Since the last virtual meeting I haven't been doing a lot. The office passed on an email from someone alerting us to a situation in the lovely little town of Bewdley or Atlantis as it's known for half the year. It seems following complaints from a hand full of residents the council want to stop bikes parking illegally by the river in this beauty spot, which they have been doing for about 50 years.

A protest has been arranged but what format that will take is still being argued about. I have contacted the "organiser" of the protest but he thinks he has everything under control and doesn't need our help even though we have an "IN" with the councillor involved as Colin and her have some history apparently. I will keep an eye on developments.

I won't be attending the August meeting as I will be camping in Calstock Cornwall for the weekend, good luck.

Yorkshire: Richard Manton

We've had an email campaign to try and push motorcycles up the agenda with our local councils after motorcycles were initially omitted from the post lockdown government announcement for socially distanced commuting.

The councils all seem to be too preoccupied in spending the millions of pounds granted to them for walking and cycling initiatives to address any issues that motorcyclists may have. It seems that on the lifting of these lockdown restrictions, motorcycles have been relegated to also-rans in the pecking order which considering the work we've put in over the last seven years with the "pathways to progress" document, is thoroughly depressing!

I always got the impression that the councils up here were paying lip service to our demands and doing the bare minimum to keep us satisfied, as it's very pro cycling and pro public transport in West and South Yorkshire, but missing out on being included in having motorcycles included with cycles and walking has knocked us back years!

All group meetings will have restarted by next week, but Huddersfield have had to suspend theirs again already due to the new lockdown. Huddersfield Rep Linz has stated that she'll not be standing as Rep at their next AGM.

Stuart in South Yorkshire has been very vocal of his disappointment with the lack of attendees at his restarted meetings. Unless he gets the support of his members very quickly, I can see him stepping down at his AGM.

Wakefield has restarted but their meeting pub has closed for good, so they've got a new venue which seems to be working ok.
East Yorkshire MAG meetings restart next week.

Leeds and Bradford MAG meetings restart tomorrow evening. Half our area is in lockdown so we're unsure how it'll go.
I'm looking to organise the Yorkshire AGM for some time in September and some big changes will be happening. As you're all aware, I'm stepping down. Andy Foody is stepping down as vice rep and I expect Linz Foody to step down as secretary so hopefully we'll get some willing volunteers to fill the void.

The Yorkshire Pudding and Farmyard party are still on a knife edge. Everything is progressing well from our side but with the constant changing of restrictions it's an absolute nightmare dealing with the authorities and on social media rumours are a daily distraction, few of which are helpful.

All in all, a bit doom and gloom up here which seems to be in line with everything else that has happened this year. Hopefully we'll have a rally at the end of August.

ii. *Chair and Vice-Chair*

Chair:

Working in the current environment remains time consuming and due to my personal position, I have less time to dedicate to MAG. I do my best to prioritise but am all too aware that things 'fall through the net'.

I remain in close contact with the office, often speaking to Julie multiple times in a week. As with previous reports you'll see some of what I've been dealing with in reports, although you won't see the direct input I've made. I've also spoken with Carol, Colin, Lembit, Pete Walker (MAP) & Avril Finney (runs the MAG stand at FYP etc).

Thanks to our members and supporters with Julie's management we remain in a sound financial position. The Directors are continuing to keep a close watch on the finances.

Since my last report:

Attendance at Skype Board & NC.

Articles/input for BSH, Network, PRs' and The ROAD.

NC list email interaction.

Interaction with an old member who has renewed.

Admin related work on reports; Board minutes, NC minutes, employees reports to Board & NC meetings. I am aware some minutes remain in draft format (on the to-do list).

For August to recording of the Political team report has been handed over to Colin (due to individuals availability it was not possible for me to record it) I'll still be uploading it to Dropbox. Dropbox still needs a good tidy up (on the to-do list).

I won't reproduce my to-do list but please; if I have missed/do miss any sort of request that requires a response, please remind me or text if it is urgent. I will continue to do as much as I can.

Vice Chair:

I attended the June Board and NC meetings on-line, the latter going rather better than expected given the number of people involved.

I have made comments on the COMO guidance as well as assisting in various PR's prepared by Colin and Lembit as well as assisting with the ICE ban consultation discussions, the Transport Regularity Review, Police Theft Rankings, and "Three Demands".

A further article was published in South East Biker which is an online publication not presently available in print format.

As lockdown restrictions have been lifted issues around training schools and CBT appear to have been resolved but I did open a dialogue with a senior officer in the DVSA responsible for motorcycling issues. Colin has also been in contact with the same officer via a different route and it looks like that may have resulted in positive developments that Colin will no doubt report on.

I have been working on a fundraising idea for a limited-edition design of T-shirt that should be advertised in the next edition of The Road and Network. I have also been working a recruitment idea involving spare copies of The Road, that will hopefully soon begin.

Ongoing contribution to Board discussions and as well as Facebook admin which resulted in Steve Mallet being interviewed on radio regarding Madeira Drive.

iii. *National Reps' Liaison Officer (vacant)*

No report available.

iv. *National Clubs Officer (vacant)*

No report available.

v. *National Web Research Officer*

Continuing to troll through the inter-web for stuff that may be of interest to the campaigns team or for Network, recently the DfT uploaded a shed load of stats for cycling and walking.

vi. *Executive Officer*

Updates

Offices – No change with the working restrictions detailed in my June report. We had a flood in the kitchen caused by an issue next door where the overflow pipes had become separated. Luckily, no damage was caused by the water. The Site Manager arranged for the plumber to seal the pipes so that this could not happen again. PAT testing still to be completed at a later date.

IT – The new website is working well, and the pages are still being transferred from the old site if still relevant. We have received a lot of positive feedback. We are starting testing of the 'pre-order' shop, this will be trialled live with one limited edition product until the end of September. From the 1st October the shop will then be filled with all MAG merchandise and the hope that all issues are ironed out. We have been under attack which has caused the site to hang. We have changed the login link and closed a back door into the back office of the site and are looking at an additional firewall to further protect. We have added to the site that it is basically work in progress and to please bear with us. Members will generally see that every day something new is added.

The Database is progressing slowly. We have had a few issues online for Joint or Family memberships which Leslie is looking into.

My personal laptop crashed taking the hard drive and motherboard. I have now replaced this, and a VPN has been set up on it so that I can access my office desktop and work from home easily. The work lost has been repeated and now caught up.

Social Media training for Reps delayed due to Covid-19 this will be re-booked as soon as possible for a face to face event.

MAG Foundation – Have expressed an interest in the work Colin has completed on theft. They would like to support this work. The Foundation are supporting the 'Lost Rallies 2020' T-shirt to raise funds, all surplus will be donated to MAG upon completion. There is no risk involved as all T-shirts are pre-order, paid in advance. The amount of surplus funds depends on the amount ordered. The surplus increases per T-shirt if over 100 are ordered.

Staff – I have been back in the office everyday over the past three weeks as my laptop issues made it difficult to work from home. Carol enjoyed the company in the office over this time. I will selectively work from home should I need to not be disturbed (i.e. Year-End accounts). Colin has returned to an extremely full in box with many member responses to the 'Three demands' and 'Highway Code' Press Releases. Some of the responses have open doors to other opportunities. Lembit has used some of the Penfold funds to join MP's who have shown a motorcycling interest/shown support of members by asking Parliamentary Questions. ***

Colin has taken two weeks of annual leave, Lembit is currently on a week's leave, Carol has a week booked and taken some odd days and I have a week booked and taken a few odd days. I am monitoring the situation and hope only minimal days will be carried over.

All pension contributions have now been collected and are up to date.

The Employee Handbook continues to be under review, there are many changes with the outbreak of COVID-19, and this continues to change on a weekly basis.

Sub-Contractors contracts – No update/change. ***

My role – Things continue to run as predicted and finances remain stable. We are rapidly heading towards Year-End, so I am starting the clear down of accounts in preparation for audit. I have been unable to secure a date for this, but I expect it will be delayed until restrictions are lifted. There will be a backlog which will cause delay for us. I will be able to present a Finance Report based on the Year-End draft figures for October's The ROAD magazine. I have renewed one of our listed MAG Trademarks and checked the details of the others. These are not due for renewal this year. I continue to work on the website and try to manage this within my workload. It is a busy time of year but not unmanageable.

Health & Safety – Fixed wiring check due November 2020 and LPG boiler service due during September.

MAG Member Benefits – no update

*** Denotes redacted text

vii. *Finance and membership figures*

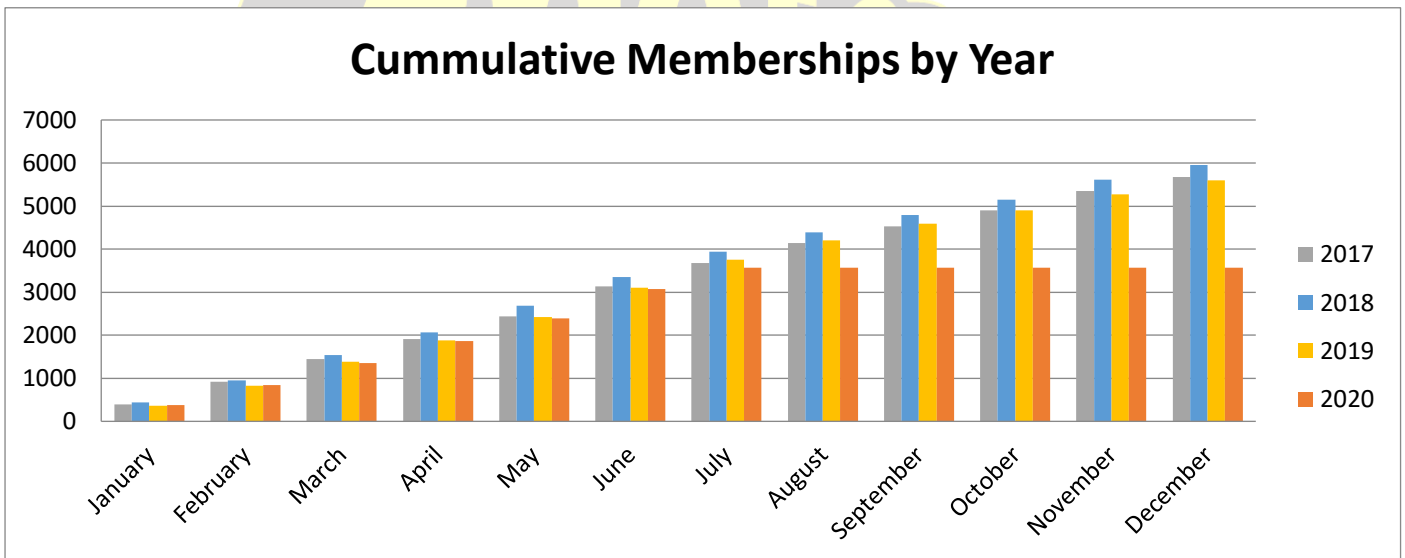
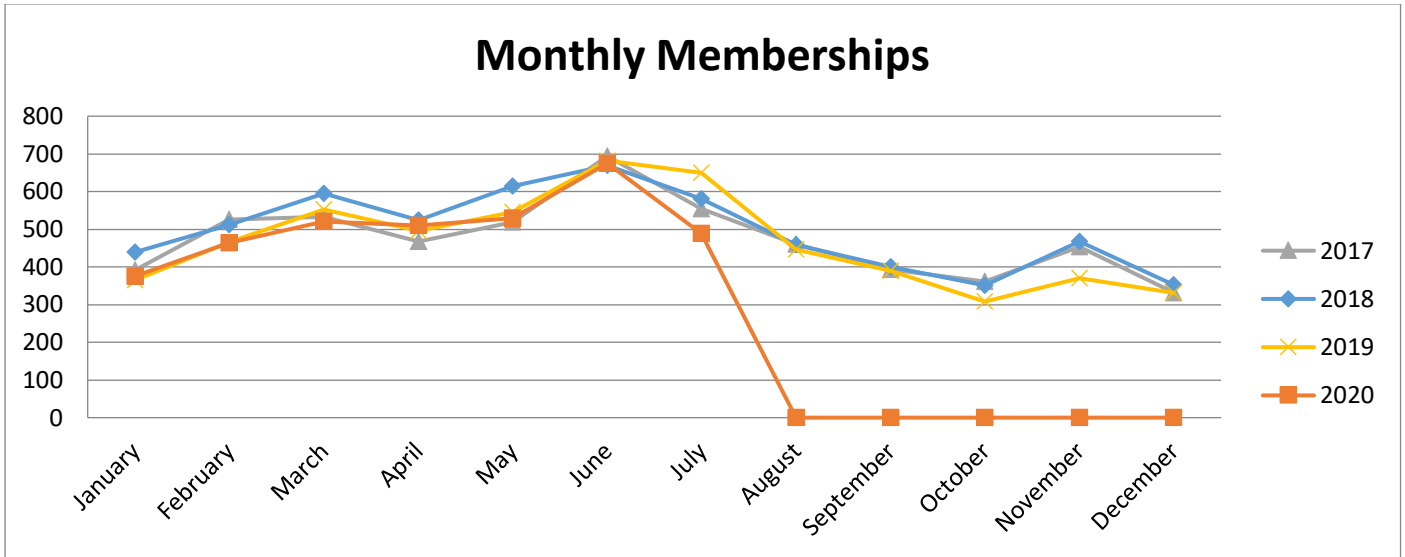
The Motorcycle Action Group Limited financial report up to end of July 2020 and is in draft form.

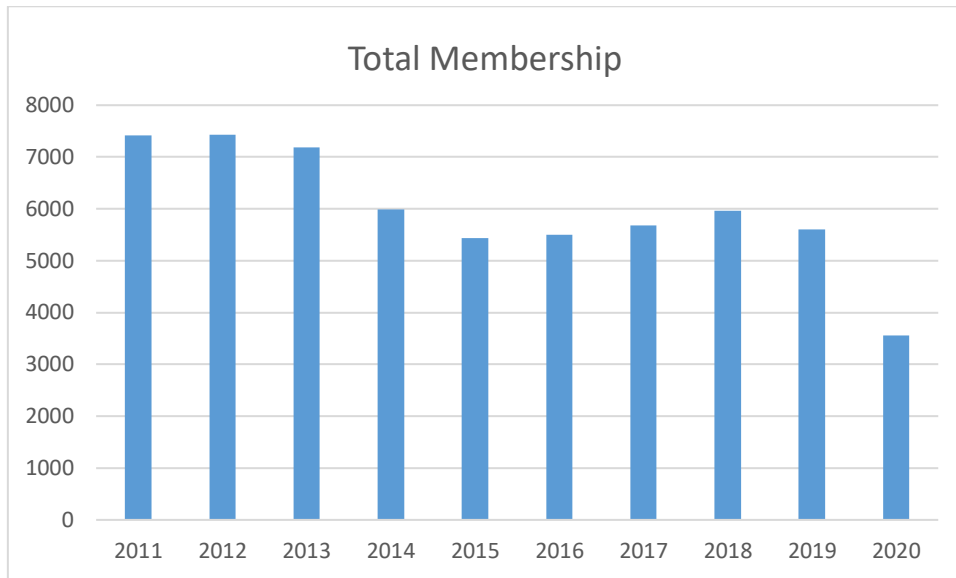
Memberships taken by Bikesure via Go Compare/Quotezone comparison sites over almost seven months of the year 213 new memberships and 322 renewals compared to 2019 for the same period we are 92 memberships down overall (total 2020 - 535: 2019 - 627). This has been caused by COVID-19 the main reduction is in regard to new memberships (year to date

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difference 160) compared to an increase in renewals (year to date 68) taken. The renewals are very positive and hope to sustain the current increase.

The below graph shows that memberships by month have almost followed previous years patterns. July is currently sitting below all other years and still have standing orders and Bikesure memberships to add. Overall compared to 2019 the first half of the year (to end of June) is down a total of 33 memberships as shown in the Cumulative Memberships by Year graph below. This shows we are maintaining membership levels.



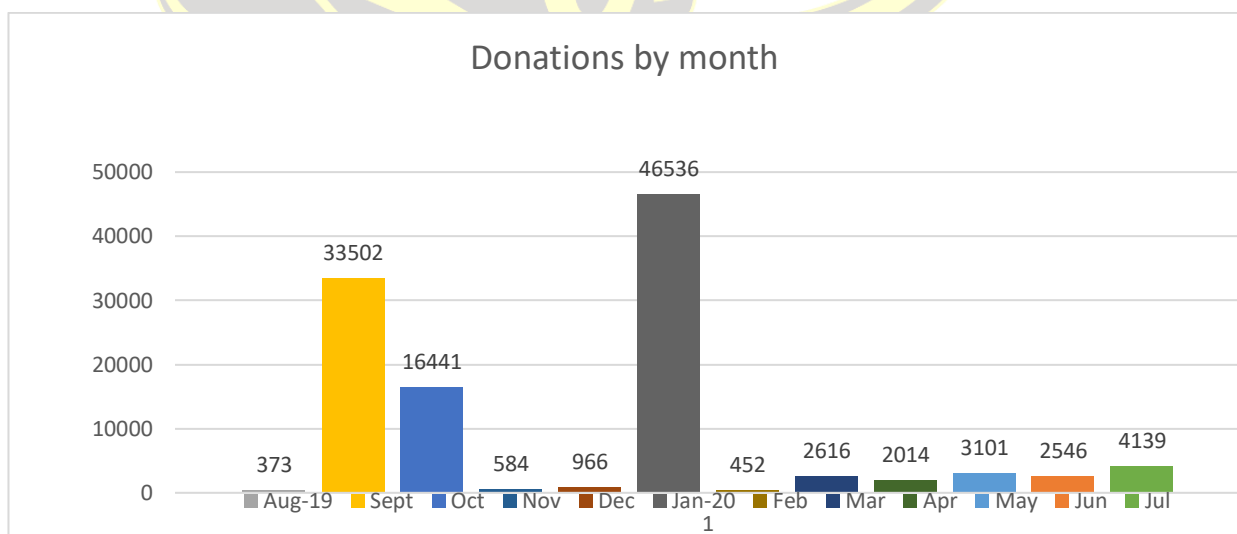


There is a total of 1,397 Life members (2 new Life members). The database currently shows the total membership at 7061 this includes Life Members and Nominated Officers. From the database we have 23 corporate members (some just renewing) and 108 clubs. Please note that not all clubs use the associated nominated officers' membership and prefer to pay, the database is showing 78 Nominated Officers.

Cash balances as at today 05.08.20 or where indicated.

			Current	Previous Apr 20	Movement
TMAGL	Lloyds – current	05.08.20	5,257.51	15,306.93	10,049.42 ↓
TMAGL	Lloyds – Reserves instant access	05.08.20	165,054.03	165,040.58	13.45 ↑
TMAGL	Lloyds – standing orders	05.08.20	3,126.58	1,919.39	1,207.19 ↑
NEL	Lloyds – current	01.07.20	6,319.39	8,153.85	1,834.46 ↓
MAG Foundation	Lloyds – current	01.07.20	8,486.71	8,423.23	63.48 ↑
MAG Media	Lloyds - current	01.07.20	27,168.67	26,742.47	426.20 ↑

Reserves are currently at around 5.5 months' worth of full running costs. The chart below shows donations received over the last twelve months (August 2019 to July 2020 total of £113,270).



viii. Foundation (Tony Cox)

Got agreement from the other trustees to support an idea by Andy Carrot to market some T-shirts via the foundation as a fund-raising activity. The T-shirts should hopefully be available soon for pre-order and by selling via the foundation, maximum profit can be achieved.

12. Any other business:

i. *Industry autonomous vehicle sensor testing standards: potential for MAG involvement*

SL read out PS email regarding this. AC said MAG needs to be involved with this process, as it is a potential threat to motorcycling. SW noted that the technology for collision avoidance is different to that for autonomous vehicles.

NC agreed that MAG should be part of the process and SL will feed back to PS to pursue this issue.

ii. *ChIPT update*

LÖ provided a summary of progress regarding the ChIPT campaign:

- . an agreed amount of time has been spent identifying the threats, and potential responses,
- . a steering group has been established,
- . key threats have been identified,
- . a strapline of "Voters for Motors" will be used.

Going forward, the plan is to target marginal constituency seats and to hold a summit. It has also been suggested that research work could be carried out by a student. Funding streams still need to be investigated; work on this has been hampered by Covid-19. IC wanted to know the status of any public launch of ChIPT and LÖ said he has items prepared for publication in The Road that await NC approval and that a summit would be the obvious way to launch.

AC observed that whilst recognising that MAG needs to form relevant alliances where issues affect motorcycling - and there is an overlap in this case – he had concerns regarding funding. He stated that whilst MAG should be involved with the ChIPT campaign, it should not be running it.

TC noted that originally the brief had been to work on the issue for 6 months and that there had been an assurance that it would be self-funding, but this does not seem to be the case.

JC stated that it feels as though NFL 'swaddled the project and left it on MAG's doorstep'.

DW asked who is on the steering group.

LÖ responded to the above observations by noting that there is no fiscal cost to MAG, the cost is in terms of LÖ time; that it is unreasonable to fundraise during Covid-19; and that he perceives the launch as a pay-to-attend summit: the ICE Age Summit. He confirmed that the steering group consists of the Alliance of British Drivers, FairFuelUK, the Global Warming Policy Foundation and MAG. He stated that it was never NFL's intention to lead on this project.

SL asked how about ABD membership figures but LÖ does not know.

AC sought clarification regarding what exactly the NC is being asked to vote on and SL confirmed that it was whether to grant LÖ an extension to the original 6-month window to continue work on the ChIPT project, given that progress has been hampered by Covid-19.

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SW asked for a timescale regarding any summit and LÖ stated that November 2020 would fall in the middle of Government sitting and would be a good time. He said there is the potential to raise £10,000 and will have more details by the October NC meeting.

SM asked what the motivation would be to attend such a summit, and LÖ said press would attend and other attendees would have the opportunity to raise their profiles.

To grant an extension of two months (to October 2020 NC meeting) to continue working on the ChIPT project and arrange a summit.

Proposed: Steve Wykes; Seconded: George Legg. Carried 8 votes to 3.

iii. *Relaunch of National Motorcycle Council*

Covered by CB under item 7. Campaigns.

13. Additions to Priorities:

Covered under Campaigns.

Date of next meeting: 12.00 pm, Saturday 10th October 2020 (COVID-19 restrictions notwithstanding).



APPENDIX 1

POLITICAL UNIT WRITTEN REPORTS: COLIN BROWN

Resource Library

Workload getting in the way again. I am now also trying to get the Campaigns section of the new website to suitably reflect what we are working on currently. I will continue to add to it, but am happy to see that some of the posts I have put there have been picked up and shared by other channels despite them not being pushed on our own social media channels. This is a good sign and helps to drive traffic back to our website which I am sure will ultimately turn into a recruitment machine.

Clean Air Zones

This is still a dormant subject with the exception of ULEZ which Lembit has been working on. The ULEZ expansion is still scheduled, but the mayoral election will be the key battlefield for this. We must also be mindful and prepared for the other mayoral elections for Birmingham, Manchester etc and formulate plans for these.

Crime/Secure Parking

The theft rankings were published without Manchester's figures. I was unable to attend the MCRG meeting in July due to my annual leave. I will follow up with them to seek support for a specific campaign on reform of the theft reporting procedures. This will no doubt be a very technical issue not lending itself to wider membership input. The forthcoming PCC elections (postponed from this year to next) will however be a key area to focus local group activity.

MCIA

Nothing to report here – maybe some engagement on the cards via MCRG/ theft reporting campaign.

Road Safety

I have another analysis piece in process and hope to get this out before the end of August. This analysis will highlight a major issue for London only and will hopefully lead to a tool for engagement. I had hoped for support from London Road Safety Council on this, but my initial approach has been ignored or missed. I will be following this up in the coming weeks leading up to the publication of the analysis.

The Highway Code review was something I knew was coming and true to form the review seems to treat motorcycles as, at best, an afterthought.

Bus Lanes

Disappointing lack of response from Nottingham, but I have not had time to follow this up.

Three Demands

Despite criticisms about letter writing being ineffective this campaign has genuinely had impact. Aside from complaints from DfT that they cannot engage because they are too busy writing letters on behalf of ministers in response to our members contacting their MPs, we have had the beginnings of engagement with the DfT.

I have sent a short explanation document of the 3 demands to the Local Government Association today (29/7). They have agreed to distribute this via their usual bulletins that go out to all local authorities in England (except about 4 that do not subscribe) I need to establish equivalent bodies to the LGA for the devolved administrations and do the same there. I will look to then produce member communications to request individuals to write to their local councillors etc to show that there is support from local voters for the policies we have proposed. I will continue to push for DfT to see the light and give strong guidance in favour of, if not mandating, the proposals.

We must then prepare members to look out for and respond to consultations about removal of temporary measures. I suspect that it may be some time before we get to that point, but there is evidence to show some schemes have been rejected very quickly after installation. Even Grant Shapps has opposed a scheme in his own constituency.

Transport Policy

England Economic Heartlands and Transport for South East have both recently published documents that I need to review. I have not had time to do this yet, but these are important bodies to influence.

ICE Ban/ Transport Decarbonisation Plan

Motorcycle Carbon Emissions Paper was published, and I have been pushing this where appropriate.

I had a brief virtual meeting with DfT officials on the Decarbonisation Plan. Dates for engagement events have now been published. I will need to ensure we are booked onto one of these, though I would prefer direct one to one engagement.

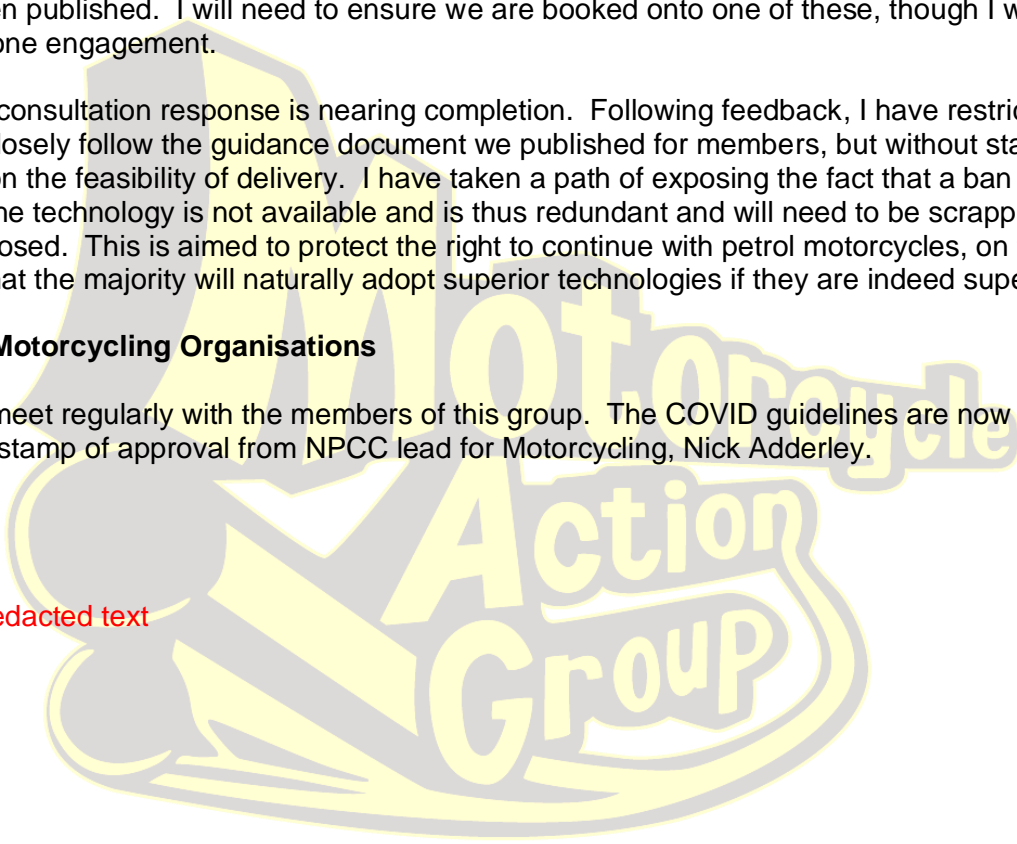
The ICE Ban consultation response is nearing completion. Following feedback, I have restricted the response to closely follow the guidance document we published for members, but without stating/claiming a firm position on the feasibility of delivery. I have taken a path of exposing the fact that a ban is only necessary if the technology is not available and is thus redundant and will need to be scrapped, or harmful if actually imposed. This is aimed to protect the right to continue with petrol motorcycles, on the expectation that the majority will naturally adopt superior technologies if they are indeed superior.

Coalition of Motorcycling Organisations

I continue to meet regularly with the members of this group. The COVID guidelines are now at version 3 and have the stamp of approval from NPCC lead for Motorcycling, Nick Adderley.

ENDS

*** Denotes redacted text



APPENDIX 2

POLITICAL UNIT WRITTEN REPORTS: LEMBIT ÖPIK

Further provocation by Kahn

MAG had a very disappointing meeting with the representatives of Mayor Khan in London. While the official report in The Road is understated, the truth is we were treated with little respect, no data and no concern when we challenged the charging of older motorcycles under the ULEZ tax regime.

For example, they actually said that there is more focus on stopping the health damage done by motorcycle emissions and other transport emissions than there is in preventing social distancing. All attempts at reason failed.

Currently, we remain committed to managing the relationship on a cordial basis. However, there may come a time when we take that more militant approach, and aggressively seek to reduce his chances of winning his election next year. Unfortunately, there are not many alternatives, with Shaun Bailey being the only credible other winner. We monitor the situation.

ICE ban consultation – the battle begins

A version of this report will be presented to NC. This report therefore overlaps, but Board needs to be aware of the full situation.

By the time you read this, MAG has submitted our response to the Government's proposed ICE ban. We need to plan our approach intelligently and continue to lead the fight back against this. ***

CHIPT

This has various strands. Primarily, we pursue the goal to create choice in personal transport using allies such as the ABD and GWPF. The message is: 'Our taxes, our roads, our choice.'

Here are the key elements of the CHIPT campaign:

Action so far:

- We have a coherent campaign team, consisting of ABD, FFUK, GWPF and support from 3 MPs.
- We have a campaign title: 'Voters for Motors.'
- One element is challenging Khan about the Congestion Charge, which is peripherally significant to MAG.
- We have alignment on the general themes in opposing the ICE ban.
- We have clarity about the scientific shortfalls regarding the situation in respect of the proposed ICE ban (a consequence of the work MAG has done and also thanks to work by ABD).
- We have a clear picture of the alternatives to an ICE ban, which are:
 - a. Modal shift to smaller vehicles, such as motorcycles.
 - b. Alternative ICE friendly fuel.
 - c. Hydrogen power.
 - d. Kinetic energy conservation.
- We have drawn out the opposing side – as a result of their displayed curiosity regarding the CHIPT project.

Campaign plan:

- We target marginal seats, asking MPs if they support or oppose the ICE ban.

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- We create a report, with Global Warming Policy Foundation, entitled 'The ICE Ban Cometh – life after the internal combustion engine.' We seek funding for this. This used to raise money for CHIPT.
- We hold an ICE AGE SUMMIT – inviting all relevant groups, including the eco-lobby, to attend. This is also used as a fundraiser for CHIPT.
- We invite a student to conduct the cradle-to-grave calculation for different road vehicles as part of their degree or postgraduate qualification. I propose the best options for this work are Bristol University, Loughborough University or University College London.

Issues to overcome

- Funding: it is virtually impossible to secure the meetings to secure funding during Covid-19. Hence the need to find creative ways to raise the money.
- Courage: we must find even more individuals to speak up – and need to show a lead.
- Asymmetric warfare: while we have the stronger arguments (no-one has yet beaten us in this respect) our enemies have far greater resources, and our only hope is to win either legally (expensive) or via public opinion (more practical).

Next steps

- Prepare the fundraising events.
- Evolve the vanguard opposed to the ICE ban as the rallying point.
- Challenge the promoters to public debate and advertise the outcome.
- Make this voter relevant.

As I said in June, if we DON'T do all this, then we face the strategic intent to ban ICE motorcycles – and we must work with others to assemble the firepower to win this.

MCIA

Tony Campbell and I had an interaction in the MCRG. We have clearly achieved our goal of parity of esteem. I believe we should nurture our relationship with MCIA now they are keen to work with us. We lose absolutely nothing by doing so and gain stature amongst professional bodies.

Lembit Öpik

Director Communications and Public Affairs, MAG

*** Denotes redacted text