

# RIGHT TO RIDE

Write To Ride

January 2013

**DON'T  
EXPECT US  
TO BE QUIET!**

Right To Ride

[www.righttoride.co.uk](http://www.righttoride.co.uk)

Northern Ireland  
Motorcycle Fatality Report 2012



in-depth Study Of 39 Motorcycle Collisions In Northern Ireland Between  
2004 And 2010 In Which 41 Motorcyclists Were Fatally Injured

RIGHT TO RIDE LTD

Right  
To   
Ride **EU**

[www.righttoride.eu](http://www.righttoride.eu)

**2012** and beyond  
**REVIEW**

**RIGHTS AND RESPONSIBILITIES**  
“quite similar to a normal  
vehicle integrating a lot of new  
technologies”

**PROTESTS AND CAMPAIGNS**  
saw normal men and women worked  
into a state of excitement and  
recklessness.

Fill in our  
On-line Report Survey to help us  
to built a picture of the hazards  
motorcyclists face on the roads  
in Northern Ireland.  
Report a road fault to the Roads Service

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# Fix a Road

Northern Ireland **Report a Fault**

Motorcyclists and Adelaide Insurance Services say

**Don't Overfill  
Diesel Spills Kill!  
Check Your Filler Cap**

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## Diesel Sticker - Poster

The free sticker and poster provides advisory warning on vehicles and at petrol stations for drivers, that prevention is better than cure and that drivers, both commercial and private, should remember not to overfill their tanks and to refit the filler cap securely.

The message is simple - that diesel deposited on the road is a danger to motorcyclists.

This highlights the issue to the drivers of diesel vehicles so that they can make the road a safer place for the riders of motorcycles, scooters, mopeds and other road users, including cyclists.

Order free stickers/ posters at [www.righttoride.co.uk](http://www.righttoride.co.uk)



# Editorial

We hope that we will stimulate debate - that is all we can ask for.....

During the latter half of 2011 and throughout 2012, calls were made for protests and campaigns to fight European institutions in relation to a proposal from the EU Commission concerning Type approval, safety and emissions, aka 'the Anti-tampering' proposal.

These took the form of riding motorcycles up and down motorways, complaints to the EU Ombudsman and writing emails to politicians about the possible banning by the European Commission of modifications of motorcycles, as well as the possible imposition of high visibility clothing and the banning of older motorcycles in city centres.

November 20th 2012 saw the vote in the European Parliament to either accept or reject this so called 'Anti-tampering' proposal put forward by the European Commission and subsequently amended by the parliament's IMCO Committee and European Council. The parliament voted overwhelmingly in favour of the proposal "Approval and market surveillance of 2 or 3 wheeled vehicles and quadricycles", in fact 643 in favour of a total of 677 possible votes.

What was perhaps revealing with this vote was that the majority of the 16 MEPs voting against the proposal were mainly anti-EU politicians from the UK: eleven in total. In that respect, the protests and campaigns in the UK, got attention. The question is whether it got the "right" attention.

One could argue that the representation of motorcycling whether in the UK or elsewhere, has left the normal motorcyclist and PTW commuter completely indifferent, especially in consideration of the continuous decline in membership of these 'orthodox' rider organisations. What was once appealing to young "freedom fighters" has now become complex, technical and very difficult to explain to the ordinary rider, who simply wants to get out and enjoy life - or go to work.

Communication has changed and social media interaction has seen people become far more savvy when it comes to separating the Wheat from the Chaff - i.e. separating facts from hype. What we have found is that for the average rider who has an interest in politics, there is far more to be done locally than on a national or European scale. Simple issues such as reporting bad road conditions or diesel spills are more likely to be resolved than organising a protest to "fight Europe". It makes sense to focus on those issues that are tangible and easy to fix.

This editorial sets the scene for our first "wee" magazine in which we refer to articles that have appeared on Right To Ride's websites over the last 35 months. Although the "Anti-tampering" proposal takes up a significant part of the magazine, we also focus on local motorcycling issues and our study on Motorcycle Fatalities in Northern Ireland. There may be those who will not agree with our analysis of events, but we understand that we can't please everybody. However, we hope that our scribbles will stimulate debate - that is all we can ask for.

## Northern Ireland

Even locally there is no escaping European issues.....

We just cannot get away from Europe at the moment with the major change in how riders obtain a motorcycle licence, with the introduction of the 3rd European Driving Licence on the 19th January 2013. Over the last year we have been part of a stakeholder's group which was set up advise members on implementation aspects of the Directive and to give an opportunity to put all views across.

We were able to spin around a discussion on proposals for new Graduated Driver Licensing changes, mainly for car drivers but affecting motorcyclists. We were able to get motorcycling needs treated separate from cars as a "specialist" vehicle with "specialist" requirements for riders, with a licensing structure, training and post test riding treated as a specialised licence which simply does not fit into the norm of other vehicle and user licensing.

After a year of gathering records and analysing data, in April 2012, we published the study 'Northern Ireland Motorcycle Fatality Report (2012)'. This study was well received by other researchers in Europe and we were asked to present to prestigious conferences such as the ESAR Conference in Hannover and the IFZ Conference (INTERMOT) in Cologne Germany in September and October this year.

We have been active in road safety initiatives and over the last two years, funding for projects under the banner of "Right It Right" have enabled us to carry these activities - the promotion of First Aid courses for riders with the collaboration of St. John Ambulance with further courses in preparation for 2013 and with Biker NI Safety Cards for riders being launched shortly.

Another stakeholder group we pushed the Northern Ireland Department of the Environment (DOE) to set up, was the Motorcycle Safety Forum which we requested to run in support of the DOE's Road Safety Strategy for Northern Ireland. We had hoped for more engagement on motorcycle safety issues with the DOE, but so far these discussions have been limited in content and there have only been two meetings. We look forward to the next meeting planned for February to engage the road safety department and other stakeholders to find ways of improving conditions for Northern Ireland motorcyclists.

Finally big thanks to all those who have supported us over the last year and we hope to see you on the road more often in 2013.

Elaine Hardy, PhD - Trevor Baird - Right To Ride Ltd



# European Introduction

A rich account of the development and outcome of the "Type Approval" proposal.....

Over a period of almost three years we have written over 120 articles and papers on the topic of the proposal for the "Approval and Market Surveillance of 2 or 3 wheeled vehicles and quadricycles". It would be impossible and tedious to reprint all of them, so we decided to highlight those that we considered to be the most relevant to us at least, in respect of the progress of this proposal from its beginning in January 2010 to its outcome in December 2012. The articles reproduced in this review aim to represent a sequence of events, from the initial proposal, the discussions with the Commission and the meetings held by IMCO aka the Internal Market and Consumer Protection Committee (which was the representative committee for the EU Parliament).

The articles herein identify our initial concerns and the opinions we formed over time through our discussions with the stakeholders, i.e. the Commission representatives from D.G. Enterprise and Industry, members of the IMCO Committee, the Department for Transport representative in the MCWG Committee, motorcycle consumer organisations, individual motorcyclists, motorcycle entrepreneurs and journalists, industry representatives and here locally in Northern Ireland, our own politicians and civil servants.

The consequence of these discussions have we believe, allowed us to blend together a rich account of the development and outcome of the "Type Approval" proposal.

These articles, ten in total, are listed by name and include the date of publication as well as a link to the original article on our website.

## Brussels Tampers With Motorcycles

In Euro land discussions are afoot that could change the world of motorcycling.....

**26th January 2010:** Right To Ride reports that over in Euro land discussions are afoot that could change the world of motorcycling as we know it.

A European Commission Motorcycle Working Group (MCWG) consisting of representatives from member states (National Government "Experts"), Motorcycle Industry, Motorcycle Retail Associations, Motorcycle User organisations and Associations, Uncle Tom Cobley and all, have been discussing proposals for a new framework regulation for motorcycles to regulate emissions and the safety of motorcycles.

The language from Euro Land is not on "positive" modification, improving the motorcycle, instead it concentrates on stopping riders from modifying their bikes or in their "speak" – the anti-tampering of motorcycles.

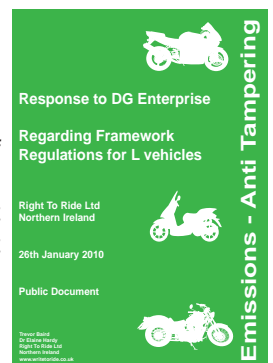
Anti-tampering measures encompass the motorcycle power train (engine, transmission and if applicable the cardan (drive) shaft / belt drive / chain drive, differentials, the final drive, and the driven wheel tyre (radius). Other considerations include on-board

diagnostic systems, access to repair and maintenance information and finally road worthiness testing (MOT) across Europe.

Right to Ride contacted the chairman of the Motorcycle Working Group (MCWG) at DG Enterprise in order to ensure that any outcome would not negatively affect Northern Ireland motorcyclists.

As a result, DG Enterprise (MCWG) asked for our views and recommendations regarding the proposed changes in regulations which include Road worthiness testing (RWT) in all European Union countries and On Board Diagnostics (OBD) to evaluate emissions through RWT; Anti-tampering measures to increase safety and ensure that emissions are within the required limits.

Full Article - [www.righttoride.eu/?p=6528](http://www.righttoride.eu/?p=6528)



## From Damnation To Purgatory

He has missed a fantastic opportunity to ensure the future of motorcycling.....

**4th March 2011:** On the 28th February MEP Wim van de Camp, as Rapporteur, presented his report to The Internal Market and Consumer Protection Committee (IMCO) and representatives of the European Commission regarding the EU Commission's proposal for a regulation on type-approval and market surveillance of L (motorcycles) -category vehicles.

The whole affair for those passionate and concerned with the future of motorcycling was nothing short of bland.

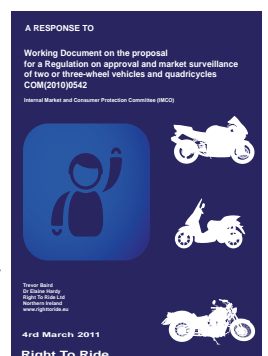
Instead of being interspersed with searching questions and relevant comments, it was a grey suited affair of safety and environmental rhetoric.

What seemed apparent – to us at least – is that he has missed a fantastic opportunity to ensure the future of motorcycling.

What we do not understand is that in spite of visits to manufacturers and taking part in the motorcycle workshop at the EU Parliament, he has taken positions that beggar belief

We can only hope that a full report which is to be submitted at a public hearing of the IMCO committee on the 22nd March 2011 – and will form the basis of the opinion of the IMCO committee about the European Commission's proposals, will be more concise, less biased and factual.

Full Article - [www.righttoride.eu/?p=6722](http://www.righttoride.eu/?p=6722)





# SUPPORTERS - CLUB - GROUP - ASSOCIATION - INDIVIDUALS

What a year 2012 has been for the clubs in Northern Ireland and especially as six clubs decided to support Right To Ride, bringing our total club support up to twenty seven clubs, groups and associations.

Although the weather has been poor this year for events, if you were looking for weekend entertainment then you would have been spoilt for choice.

From traditional rally type events to rock nights (nites) and ride outs, the clubs and their members put on a right royal (not that royal) line up of events.

A lot of the events, apart from providing entertainment, raised money and that money went straight to various charities and good causes.

Over the last year, events such as the Ancestors MCC Annual Toy Run for the Childrens Ward of the Ulster Hospital; the Quay Vipers MCC fund raising events (estimated £134,652 raised for charity in 11 years) for their chosen charities, the Northern Ireland Hospice and the Mid-Antrim Animal Sanctuary; The End Of The Line MCC Davy Maine Memorial Run, Garvey MCC chosen charity Northern Ireland Cancer Fund For Children; Irish Wolfhounds MCC Belfast, RAMS – Race Against Multiple Sclerosis; Lizzie Drakes MCC, Jim Donaghy Memorial Poker Run chosen charity for 2012, Neuroblastoma; Orchard County MCC Toy Run in Aid of the Paediatric Unit Craigavon Area Hospital; Strand Bikers MCC Philip Kennedy Memorial Run; Downriders MCC (Sandra Brown Appeal) and the N.S.P.C.C & Childline Ride-Out. In our estimation all these events raised at least £12,000 for charities. That figure does not include other motorcycle clubs, groups and associations, such as the Brothers of The Third Wheel (BTW) – who annually raise funds in aid of the Shimna Valley Childrens' Holiday Home.

Last but not least was the fund raising ride outs organised by the N.I. Bikers & Trikers Riding For Charity, from the "ANGELS OF HOPE" (Ovarian Cancer Awareness) to the RNLi (Royal National Lifeboat Institution). The group has already announced its fund raising ride outs for 2013, a total of six events including - Mad Mel's Krazy Kilt Rideout – In Aid Of Spina Bifida ... all participants will be expected to wear a kilt on the rideout, or something associated with kilt culture, apparently what you wear underneath is entirely up to the individual and for the NABD (National Association for Bikers with a Disability) who directly help disabled people to enjoy the freedom and independence of motorcycling.

So trawling back through 2012 (apologies if we have missed you and your event), the purpose is to highlight the generosity of motorcyclists and the motorcycle community when it comes to charity and "home grown" charity events for the local community.

Here's hoping for better weather for 2013 and the enjoyment of motorcycling, especially when motorcycling raises funds for charity.

## Right To Ride - Supporters

As a Club, Group, Association or Individual Rider, you can sign up to support Right To Ride.

No membership fees, just your commitment to support.

The following Clubs/Groups/Associations support Right To Ride:

AAV MCC - Ancestors MCC - Biker Dogs MC - Boothill MCC - Chopper Club Ireland  
Coyotes RC - Dereham & Breckland Bikers MCC Downriders MCC - East Coast Riders MCC Northern Ireland  
Fallen Heroes MCC - Frozen Bones MCC - Frozen Skull MCC  
Garvey MCC - Horny Hogs MCC - Irish Wolfhounds MCC  
Keel Wheelers MCC - Lizzie Drakes MCC - Lone Wolves Brotherhood Lone Wolf MCC  
Mavericks RC Isle of Wight - Mid-Ulster Bikers - N.I. Bikers & Trikers Riding For Charity - NI Sportsbike Club  
Orchard County MCC - Quay Vipers MCC - The End Of The Line MCC  
Top Dead Centre MCC - Twisted Sisters - Strand Bikers MCC

The supporter's page on the Right To Ride website features all our supporters and those we are supporting.

You can get supporters' cards for all your club members.

You can also receive our Press Releases – On Line Newsletters – Associated Articles.

Please fill in the form on the website to show your support and join over a thousand supporters from clubs, groups associations and individual riders who already support motorcycling issues that we deal with.

[www.righttoride.co.uk](http://www.righttoride.co.uk)



# Amateur Bike Build - Brussels Style

Unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.....

**15th July 2011:** On Tuesday 12th July 2011 the Internal Market and Consumer Protection (IMCO) committee met to consider 298 amendments tabled by MEPs on the European Commission's proposal – Approval and market surveillance of two – or three-wheel vehicles and quadricycles.

The 15 minute session could not realistically wade through all the amendments therefore the MEP Wim van de Camp (The Rapporteur) in charge of the report, grouped the issues in a ten point summary:

- Euro Emissions and Timetable for implementation
- Standards for OBD (On Board Diagnostics) for scooter and mopeds
- Time frame and engine size for implementing mandatory ABS (Anti Lock Brakes) and CBS (Combined Braking Systems)
- Electric bicycles – speed and kilowatts
- Anti-Tampering measures
- Repair Maintenance Information (RMI)
- Sustainability test – to look at the California test i.e. when a motorcycle is manufactured it complies with regulation – emissions and durability i.e. it should say within these regulations for a certain period of time/mileage.
- End of series vehicles – new type approval rules
- Weight of certain categories of vehicles
- PTI (Periodical Technical Inspections)



There are MEPs involved at this stage who appear to have been lobbied especially regarding amateur build vehicles – customising. One of these is Finnish MEP Eija-Riitta Korhola who put forward amendments to include “Unique amateur built vehicles”.

She stated that the justification for her amendments was: “A small number of European citizens enjoy the hobby and culture of building their own two or three-wheel vehicles (unique amateur built vehicle). Unique amateur build vehicles perform excellently in accident statistics and not represent a danger to the environment due to negligibly low numbers registered annually as well as low annual mileage. Therefore, unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.”

At Right To Ride we wish Mr Van de Camp all the best in trying to get his head around the complexities of the 298 tabled amendments and would suggest a darkened room to help him piece these amendments together (or in some cases, exclude them). Whether the outcome will be for the good of motorcycling remains to be seen.

Full Article - [www.righttoride.eu/?p=7447](http://www.righttoride.eu/?p=7447)

# Regulations - Wheat From The Chaff

Unique amateur built vehicles should be exempted explicitly from expensive testing procedures and standards.....

**10th September 2011:** Riders in the UK and in Ireland are up in arms about the EU Commission's proposals for motorcycles. Protest demonstrations have been organised for the 25th September (2011) throughout the UK and Ireland.

There are many issues of which riders have justifiable reasons to express their anger and concerns regarding these proposals.

There is however a lot of misinformation out there and it seems to us that riders are getting mixed messages about what the European Commission is actually proposing and what the MEPs and the UK Government is doing in response to these proposals.

Yesterday we received from Malcolm Harbour, Chairman of the IMCO Committee and Shadow Rapporteur for the European Conservatives and Reformists Group (ECR) a follow up email in relation to the Commission proposal for an EU Regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

Excerpts from his email:

“In the context of this draft Regulation, we are simply not engaged in a discussion on national debates concerning the mandating of high visibility jackets for riders, the banning of older motorcycles from urban areas, nor are we discussing EU funded research on throttle and speed control schemes. These are all considerations which are completely outside the scope of this legislative proposal.

Furthermore, picking up on other concerns constituents have expressed, there are no proposals on the table about mandating the sealing of the power train from the air box or relating to setting a diameter and aspect ratio for the rear tyre”.

Full Article - [www.righttoride.eu/?p=7567](http://www.righttoride.eu/?p=7567)





# BUSINESS SUPPORTERS

## Learn 2 Ride Motorcycle Training

Learn 2 Ride Motorcycle Training located in the Waterside area of Derry/ Londonderry offers an extensive range of motorcycle training, from the complete beginner to enhancing your riding skills.

Visit the Learn 2 Ride Motorcycle Training website to see how the trainers offer a full professional, interactive and modern aspect to rider training.

[www.learn-2-ride-motorcycle-training.co.uk](http://www.learn-2-ride-motorcycle-training.co.uk)

## Module Road & Race

Based near Antrim on the Greystone Road at Windmill Court, Module Road & Race offers an extensive range for the road or track rider!

The company stocks only top quality good value products, from performance parts, tyres, road and race chains and sprockets, clothing, helmets, boots and gloves for men woman and children, with a made to measure service for leathers and luggage from top brand manufacturers, pipes and cans and trick bits.

Module Road & Race has full workshop facilities and factory trained personnel.

[www.modulemoto.co.uk](http://www.modulemoto.co.uk)

## Steve Baker Motorcycles

Steve Baker Motorcycles first opened its purpose built service and repair centre in Millisle, in April 2007.

Take your motorcycle or scooter to be serviced or repaired.

Steve also specializes in race bike and trackday bike preparation and supplies an extremely wide range of motorcycle tyres and accessories.

[www.stevebakermotorcycles.com](http://www.stevebakermotorcycles.com)

## Lorna Baker Race Grafix

As a motorcyclist, Lorna understands that graphics make the bike! Your sponsors need their graphics to be seen and recognised, and you need your motorcycle to be in pristine in both condition and appearance, and Lorna can help you with the latter.

Lorna has vast experience in creating, cutting and applying vinyl graphics on cars, rally cars, vans, motorcycles, helmets, caravans, boats and signs.

[www.lornabakerracegrafix.com](http://www.lornabakerracegrafix.com)

## Diamond Trikes

Diamond Trikes offers professionally manufactured trikes and professionally trike fitted conversions with a wide range of services for your machine. From Trike design and build through to accident repair or customisation, they can customize or build a trike to suit your needs!

It's not all trikes they do bikes too, servicing, building bobbers, chops etc.

Diamond Trikes have been working with the NABD (National Association of Bikers with a Disability) since 1999 and can offer disability modification to motorcycles and trikes for riders of all abilities and requirements.

[www.diamonddtrikes.co.uk](http://www.diamonddtrikes.co.uk)

## The Biker Guide

THE BIKER GUIDE brings you a collection of information that the Biker's heart desires.

Rallies, Shows, Club links, Competitions and Information, along with an extensive business directory which includes Biker Friendly Accommodation, Camping, Clothing, Custom & Parts, Gifts, Pubs, Touring and much, much more...

They encourage feedback and recommendations, where visitors actively contribute to events, news and content to help build a fast growing web-site packed full of everything to do with the Biker community!

[www.thebikerguide.co.uk](http://www.thebikerguide.co.uk)

## Ridesafe Car & Motorcycle Training

Located in Carrickfergus, Co.Antrim, Ridesafe is a well established driving school whose aim is to train safer riders & drivers and to ensure that you enjoy your lessons.

Ridesafe is based on the belief that their customers' needs are of the utmost importance.

As a result, a high percentage of their business is from repeat customers and referrals.

[www.ridesafeni.co.uk](http://www.ridesafeni.co.uk)

## Adelaide Insurance Services

Find out more about Adelaide Insurance services and their insurance benefits in the UK and Republic of Ireland. Extra discounts for completing BikeSafe, BikeWise or the IAM Advanced Riding Test.

[www.adelaideinsurance.com](http://www.adelaideinsurance.com)

## Motopodd

Motopodd design and build the coolest sidecar in the world, bringing huge fun and practicality back to biking.

When the roads get slippery and people get the train, sidecar riders can't wait to get out and ride, there's nothing quite so much fun as power sliding a sidecar around a corner in the wet.

An outfit is also one of the most manoeuvrable vehicles on the road, turning circle is tiny, full lock U turns on the power? We can fit to any bike.

Motopodd also provide a comprehensive range of services to the sidecar world, we offer free advice, sidecar setup, sidecar tyres and really great coffee!

[www.motopodd.com](http://www.motopodd.com)

## Ballymena Rider Training

All levels of training from a well established, professional, full-time rider training scholl.

[www.ballymenaridertraining.co.uk](http://www.ballymenaridertraining.co.uk)

## Davy's Professional Motorcycle Transport

Davy can professionally transport your motorcycle.

The trailer for transporting your motorcycle is purpose built and inside it looks the way you always imagined your garage or shed should look. It's clean and tidy and a place you could almost live in for pampering your bike.

Davy's Professional Motorcycle Transport is based in Coleraine, can transport all makes & models of motorcycles – from Race, Sports, Classic, Scooters, Motocross or Touring, all across North & South of Ireland and the UK Mainland.

[www.davysmotorcycletransport.co.uk](http://www.davysmotorcycletransport.co.uk)

## Ride The Wild Wind

Ride The Wild Wind is a website blog for the Northern Ireland Biker community and beyond.

[www.ridethewildwind.co.uk](http://www.ridethewildwind.co.uk)

*Become recognised as a supporter of Right To Ride and motorcycling in Northern Ireland. Your businesses logo, website and a feature article about your business on [www.righttoride.co.uk](http://www.righttoride.co.uk)*

# Is The Sky Falling In?

The anti-tampering measures will be limited only to prevent harmful modifications of the powertrain.....

**24th November 2011:** On Tuesday the 22nd November 2011 Right To Ride's Elaine Hardy went to Brussels for meetings concerning the European Commission's proposed EU Regulations for motorcycles.

Talking through the raft of issues in the proposal, views were exchanged about ABS brakes, reduction of casualties, the on/off switch, modifications and Article 18 which deals with measures regarding modifications to the powertrain of vehicles.

With regards to anti-tampering, Elaine explained to the EC representative that because the Commission had not identified specifically what would be included in article 18, this had caused considerable concern amongst motorcyclists and in effect was the principle reason that a protest ride was being held in Brussels that day.

Also discussed was Article 52 which deals with Systems, components or separate technical units which pose a significant risk to the correct functioning of essential systems – modifications.

Elaine explained to the EC representative

about the modifications required for disabled riders and showed him documents concerning the work that is done in the UK by the National Association of Bikers with a Disability.

He told Elaine that the position of the Commission is that such useful modifications will be dealt with through the member states either through type approval or SVA as is the case today.

In general the anti-tampering measures will be limited only to prevent harmful modifications of the powertrain with regards to the functional safety and environmental performance of vehicles. (e.g. drilling holes in the exhaust pipe or modifying an exhaust for the purpose it was not intended for).

Malcolm Harbour MEP put out a press release on the same day as the protest in Brussels in which he stated:

"It is important that we listen to the views of bikers who also want safer and more environmentally-friendly bikes. We must ensure that the regulation takes into account their concerns.



Motorbikes are a passion for many people and EU legislation cannot, and will not, ruin that passion."

Full Article - [www.righttoride.eu/?p=8559](http://www.righttoride.eu/?p=8559)

# Malcolm In The Middle - State Of Play

The anti-tampering measures will be limited only to prevent harmful modifications of the powertrain.....

**16th May 2012:** A "high level" meeting took place in Brussels on the 15th May between the European Parliament's negotiating team led by Chairman of the IMCO Committee Malcolm Harbour (MEP), the Danish Presidency of the EU Council of Member State Governments, and the European Commission, to thrash out the various positions and amendments to the proposed regulation "Approval and Market Surveillance of 2 or 3 wheeled Vehicles and Quadricycles" but also world standards in terms of emissions, durability, safety and vehicle specifications.

In simple terms, what this means is that Joe Citizen can go to a dealer anywhere in Europe and buy a bike in the knowledge that this vehicle will be safe, clean and under warranty. Important to point out once again that these new regulations will only affect NEW vehicles.

We have produced a full document setting out the state of play including details of the so-called anti-tampering measures.

Article 18 (which appears to be the cause of concern which has led to furious letter writing to MEPs, meetings with MEPs, rideouts and

general protests) was discussed.

Simply for those who may be concerned that their future as a motorcyclist is under threat, it was confirmed at this meeting, what we already knew and have repeatedly told riders, is that the higher powered motorcycles i.e. L3e equal to a full A licence and L4e (motorcycles and sidecars) also equal to a full A licence will be excluded from anti-tampering measures.

Furthermore, it was also made clear that the measures that would be introduced for restricted motorcycles – e.g. mopeds, 125cc and possibly for the new A2 licence, were not directed at users and had absolutely nothing to do with bikes in use, with the aftermarket and any modifications that motorcyclists may wish to apply to their motorcycles.

During discussions at technical meetings, it has already become clear that the Parliament's proposal for an Article 18a is unlikely to survive the negotiations because this does not fall within the scope of the regulation.

The meeting and subsequent discussions



also concentrated on ABS for small motorcycles, scooters and mopeds (likely to be thrown out), On Board Diagnostics (OBD), Emissions, Individual approval through SVA (Single Vehicle Approval), all moving towards more favourable outcomes for both riders and the industry.

Full Article - [www.righttoride.eu/?p=9616](http://www.righttoride.eu/?p=9616)



# Biker NI Safety Card

Created and designed by the Ambulance Motorcycle Club committee.....



## Ambulance Motorcycle Club – Crash Card

The Ambulance Crash Card Scheme was created and designed by the Ambulance Motorcycle Club committee, a group of experienced paramedics and ambulance staff who are passionate about motorcycling.

One side of the card has the memory aid CRASH.

The person making the 999 call is the most important person at the scene because the information they give determines the response of the emergency services.

CRASH is intended to be a set of easy to remember steps to keep you or the other unfortunate rider safe, if either has been involved in a road traffic collision accident.

The other side includes information about you used by the ambulance service and hospital - just put the card under the lining of your crash helmet.

## The “Do Not Remove Helmet” Sticker

By placing the sticker\* on the right hand side of your helmet you are alerting emergency responders that you carry a card inside the lining of your helmet.

The wording on the sticker is aimed at passers by, lay people and good Samaritans, who may, in an attempt to help at the scene of a road traffic collision try and force a helmet off a riders head, the priority is not to get to the card.

Therefore the secondary purpose of the sticker is to keep the helmet in place until emergency responders assess the situation.

## Get A Card

The initial launch for the “Crash Cards” is planned for the 2013 Adelaide Motorcycle Festival at the Kings Hall Belfast on the 8th – 10th February.



# MCN Lifts The Lid On A2 Bikes

Any “anti-tampering” measure will have to take into consideration the fact that these bikes can be de-restricted.....

**2nd December 2012:** In the latest copy of MCN, senior reporter Steve Farrell, writes about the new category A2 bikes which will be on offer for the 19 year old riders restricted to 35kW or 47 bhp as of January 2013. Farrell gives the example of the Kawasaki Z800E a big bike with the official restrictor kits.

According to Farrell “The firm is the first to exploit fully the rule that says A2 bikes can be restricted to 47 bhp provided they don’t make more than twice that to begin with”. He comments that the “manufacturer has cleverly made two versions of its new Z800, one that makes 120 bhp and a second – the Z800E which makes 94 bhp”.

It is this second version, originally thought to be a cheaper version of the Z800, which can be restricted and therefore A2 licence compatible.

What it also means – which got lost in the “anti-tampering” campaigning that gripped the motorcycle community in the UK over the last year or so – is that after the rider moves on to a full A licence, the bike can be de-restricted from 35kW to 70kW or from 47 bhp to 94 bhp – and more importantly, the rider won’t have to go out and buy a new more powerful version.

As a Kawasaki salesman told us – it’s just a simple dealership job.

For those of you who have followed the Brew Ha Ha of the ‘Type Approval’ proposal and the progress over the last 3 years to its entry into the statutes as a Regulation, you will have heard the claims that these bikes will have anti-tampering measures which amongst other things mean that the rider will not be able to change handlebars or air filters and so forth.

That’s a great way to put the fear into people, but the truth is that

any “anti-tampering” measure will have to take into consideration the fact that these bikes can be de-restricted, which simply means that the only part of the bike that would need to be restricted would be in the engine management system (to keep the kilowatts at 35).

There are options that the Commission will need to consider: We suggested a simple indestructible label on the bike with information to read the owner’s manual and within that manual, a clear statement: “Do not tamper”.

Whatever choice the Commission makes, it will have to be cost effective for the manufacturers so that when the rider moves up to a full licence, the “simple dealership job” will be just that.

It is worth noting that these measures are expected to come into force in 2016, even though manufacturers are introducing the A2 category now in time for the change in licencing in January.

Just to make a point regarding the capability of manufacturers to prevent bikes from being modified illegally or in such a way as to change the power or system of the bike, the Kawasaki Communications Manager Martin Lambert, told MCN’s Steve Farrell that although the Z800E (94 bhp) has the same overall image as the Z800 (120 bhp) “The way the exhausts connect to the headers, and the pins on the ECU are different on the two bikes, so you cannot turn a Z800E into a Z800”.

Full Article - [www.righttoride.eu/?p=10640](http://www.righttoride.eu/?p=10640)



## Regulation New Rules

New EU rules will bring safer, cleaner motorbikes without driving up costs.....

**20th November 2012:** Motorbikes, trikes, quads and lightweight vehicles will be safer and cleaner, and manufacturers will have greater certainty over how they should develop their vehicles after the European Parliament today adopted new performance and design standards.

Malcolm Harbour MEP, Chairman of the parliament’s internal market committee that worked on the proposals, welcomed agreement on the new rules that bring 15 existing EU directives into one new regulation. Among the specific improvements is mandatory anti-lock braking (ABS) on powerful motorbikes, advanced braking on scooters, reduced exhaust emissions targets, and basic on board diagnostics.

To resolve concerns around the anti-tampering measures that the European Commission had initially proposed, the agreement now only requires manufacturers to build in anti-tampering measures on bikes where power or speed is restricted, for young or inexperienced riders.

Opening up technical information will help independent repairers to maintain bikes, trikes and quads, and enthusiasts to customise them.

The motorcycle industry has been keenly awaiting the new legislation so it can start making investments in the next generation of

cleaner and safer machines.

Mr Harbour has been working closely with a number of motorcyclist organisations, attempting to shape the law to better suit the wishes of enthusiasts.

Speaking after today’s vote, Mr Harbour said:

***“This vote is the culmination of a great deal of listening to biking enthusiasts so that we could put in place a law that makes two, three and four wheeled machines safer and cleaner, without ruining their cherished hobby.”***

***“This new type approval framework will secure the future of motor biking for a generation.”***

***“There has been significant scaremongering about the purpose behind this law. It was simply to make 15 outdated laws setting technical standards into one current law, which will be easier for manufacturers to decipher. We always had at heart the best interests of millions of people across Europe for whom biking is a way of life.”***

Full Article - [www.righttoride.eu/?p=10530](http://www.righttoride.eu/?p=10530)





# SUPPORTING - PROMOTING INITIATIVES AND ASSOCIATIONS

Right To Ride supports and promotes several initiatives and associations, we consider these to be a benefit to motorcycling whether concerned with motorcycle and riders safety, or the positive promotion of motorcycling and motorcyclists.

One of these is the NABD (The National Association of Bikers with a Disability), an organisation that directly helps disabled people to enjoy the freedom and independence of motorcycling.

NABD has 7,000+ individual members and the support of over 200 affiliated clubs and businesses, depending mainly on donations from individuals, motorcycle clubs or companies, these funds are used 100% for the benefit of and services for disabled riders.

Over the past 21 years NABD has directly helped over seven thousand disabled riders to enjoy the freedom and independence of motorcycling, in whatever way they came by their disability – whether by accident, through illness, or from birth. In 2011/2012 eighty-two (82) financial grants were awarded by the NABD to help disabled riders to adapt motorcycles and trikes to suit their needs. These grants totalled (£70,631.50) *Source: Open House Edition 72.*

If you have attended some of the motorcycle rallies in Northern Ireland, you may have visited the NABD stand, Northern Ireland is a Region within NABD and the Northern Ireland Rep is JoJo Conly. A 125cc learner motorcycle is maintained by Diamond Trikes' Derek Winter Proprietor, the motorcycle is adapted for each learner rider depending on their individual disability, this then enables them to get back on the road or to undergo initial training for those wishing to take up motorcycling. In Northern Ireland, 4 financial grants were awarded in the financial year 2011-2012 - *Source: Open House Edition 72.*

Individual membership for one adult in the UK & Ireland is £20 - if you are thinking of joining a motorcycle organisation in 2013 why not make it the NABD. Find out more about the NABD - [www.nabd.org.uk](http://www.nabd.org.uk) or check out the NABD's members magazine Open House [www.openhousemagazine.co.uk](http://www.openhousemagazine.co.uk)

## Ride It Right

The Ride It Right initiative uses the web portal to bring together motorcycle safety advice from around the globe and focuses on promoting various aspects of motorcycle safety, from – The Rider – The Routes – Initiatives and Riding Tips.

[www.rideitright.org](http://www.rideitright.org)

## Bikesafe Northern Ireland

The Bikesafe team takes riders out on an assessed ride. The assessment is based on professional riding techniques and is designed to enhance the skills of riders who have already passed their licence test.

[www.bikesafe.co.uk/Police-Forces/Police-Service-of-Northern-Ireland.aspx](http://www.bikesafe.co.uk/Police-Forces/Police-Service-of-Northern-Ireland.aspx)

## Biker NI Safety Card

The Biker NI Safety Card for Northern Ireland aims to introduce a CRASH Card scheme to Northern Ireland.

The CRASH Card scheme, which was created by the committee of the Ambulance Motorcycle Club, has been in use for nearly two years in England, Scotland and Wales. The card is also in use in Sweden and the USA.

[www.bikernisafetycard.org](http://www.bikernisafetycard.org)

## First Aid For Riders

One of the goals of the Ride It Right motorcycle initiative was to introduce First Aid For Riders courses in Northern Ireland.

This goal is now a reality, with the launch of "First Aid For Riders" courses, delivered by the St John Ambulance in Northern Ireland, with elements that are relevant for riders

[www.firstaidforriders.org](http://www.firstaidforriders.org)

## Joey Dunlop Foundation

The Joey Dunlop Foundation has always promoted that its main aim is to provide disabled accessible accommodation for disabled visitors who wish to visit the Isle of Man.

The Joey Dunlop Holiday Home was formally opened on the 6th June 2010. [www.joeydunlopfoundation.com](http://www.joeydunlopfoundation.com)

## Approved Motorcycle Instructors Association (N.I.) – AMIANI

The AMIANI represent its members who are motorcycle instructors within Northern Ireland. The aim is to provide rider training to a professional standard with safety, courtesy and patience in mind at all times.

[www.amiani.co.uk](http://www.amiani.co.uk)

## Motorcycle Crime Reduction Group (MCRG)

Right To Ride is an associated member of the MCRG which is a partnership of various groups, companies, groups, industries, motorcycle manufacturers, retailers and Police with links to and contributions from the Home Office.

The MCRG looks at issues surrounding motorcycle and scooter theft.

[www.mcrg.org](http://www.mcrg.org)

## Lightmare

Right To Ride supports Lightmare.org to fight the growing road safety problem of blinding lights which affect drivers' ability to perceive hazards.

These lights put the most vulnerable and less conspicuous road users, for example pedestrians, cyclists and motorcyclists at risk.

Lightmare is a collaboration of worldwide voluntary groups of experienced motorists including scientists, engineers, mathematicians, lawyers and ophthalmologists supported by the leading pedestrian, cycling and motorcycling organisations.

[www.lightmare.org](http://www.lightmare.org)





# Council Adopts Regulation

Back in 2009, we stated our position which was , “to aim to protect the spirit and historic tradition of modifying motorcycles.” .....

**13th December 2012:** The European Council has announced that on the 11th December 2012 the representatives of the EU member states, adopted the regulation laying down new safety and environmental requirements for the type-approval of motorcycles and other L-category motor vehicles – the so-called “anti-tampering” regulation.

As the European Parliament had debated and then voted on the 20th November 2012 to approve the regulation by a huge majority (643 in favour, 16 against), the only procedure left was for the European Council to adopt the proposal regulation.

However the already discussed Delegated Acts which have mainly been published in their draft format in the public domain for all to see and are available through the stakeholders Motor Cycle Working Group (MCWG) have still to be finalised.

The MCWG brings together technical experts from the European Commission, member state representatives, industry and consumer groups to thrash out the finer details. The European Parliament also has scrutiny to the delegated acts.

In our opinion, this (the MCWG) is exactly where the rider organisations need to have a high profile and be right in the middle of the discussions. It's easy to shout about demos, but the same people who criticise the Commission and parliament are, it seems to us anyway, the same people who are unwilling to stand up and be counted by contributing with technical expertise. This expertise must come from FEMA and its member organisations. The reason for this is that FEMA is effectively the only rider's organisation recognised in Brussels by the Commission within the MCWG.

From Northern Ireland, we cannot be directly involved, simply because we do not yet have a European wide supporters' base – although as we have done so far, we will be watching and commenting and as we have done so far, corresponding with the Commission representatives to offer our opinions and advice when asked.

Full Article - [www.righttoride.eu/?p=10718](http://www.righttoride.eu/?p=10718)

## Commission Welcomes Approval

They will not, for example, prevent motorcycle owners from modifying or customising their own vehicles.....

**15th December 2012:** With a not so surprising headline the European Commission has welcomed the European Councils approval as regards the laying down new safety and environmental requirements for the type-approval of motorcycles and other L-category motor vehicles – the so-called “anti-tampering” regulation.

One of the main issues for riders has been the fear that they will not be able to “positively” modify their bike, the Commission has stated, “Anti-tampering requirements will also be introduced but will only apply to manufacturers of new types of light vehicles and to new vehicles with maximum speed or power limits.

Their aim is to prevent modifications which would adversely affect environmental protection or functional safety.

As these measures will not apply to current light vehicle owners, they will not, for example, prevent motorcycle owners from modifying or customising their own vehicles.”

Full Article - [www.righttoride.eu/?p=10746](http://www.righttoride.eu/?p=10746)



## Corporate Members

IN ORDER TO EXPAND OUR HORIZONS WE NEED FINANCIAL SUPPORT.....

Right To Ride Ltd is a small not for profit company (Registered Number N1073799), whose object is to carry on activities, in particular (without limitation) to promote awareness and understanding of training, environmental road safety and security issues relating to the use of those vehicles classed in law as motorcycles, scooters, mopeds, motorcycle combinations and tricycles and to research and investigate solutions to these topics.

We have been operating since 2009 and have been able to exist solely due to project funding and our own resources.

We would like to do more, but in order to expand our horizons we need financial support. We understand times are hard and we would not want or expect individuals or clubs to finance us. However we believe that there are opportunities for Corporate members that may be willing to fund our activities. In return we can publicize these organisations on our website or in our newsletters and magazine.

Call us on 028 42757131 to discuss collaboration





# RWT - Rights And Responsibilities

"quite similar to a normal vehicle, integrating a lot of new technologies"

**24th December 2012:** According to the latest information released by the European Commission, a recent agreement reached by ministers would substantially weaken proposed new rules by removing motorcycles and other two-wheelers from the scope of mandatory regular Road Worthiness Testing.

The Commission also suggests that the Member States are watering down the proposals which are aimed at toughening vehicle testing rules to save lives.

As previously reported, the Council of the European Union (Member States' Government Representatives) agreed recently not to retain the Commission's proposal to extend periodic tests to motorcycles and subsequently deleted the requirement for mandatory Road Worthiness Testing for all L3e (that's low-performance, medium and large size) motorcycles.

Although the UK would definitely retain the MoT (the annual Road Worthiness Test) for all PTWs, motorcycle organisations in those countries where there is no Road Worthiness Testing were delighted to have this news from the European Council.

For the UK and other countries with Road Worthiness Testing for motorcycles, there was the possibility that the Commission's proposals could have become very costly, impractical and unnecessary in the extent of the type of testing that the Commission proposed.

Motorcycle organisations from countries without Road Worthiness Testing for motorcycles voiced their displeasure throughout 2012.

As the Commission looks to the European Parliament to reinforce its proposal, the committee of MEPs representing the Parliament, TRAN (Transport and Tourism) committee, has still to make concrete moves towards a first reading by the Parliament, but the members have spoken in committee on the proposal.

The discussion took place on Tuesday 18th December on the three legislative proposals relating to periodic roadworthiness tests (RWT), technical roadside inspections of commercial vehicles, and vehicle registration.

Specifically on RWT for motorcycling, we picked up various comments from the video and the translation of the meeting (bearing in mind that this is not an authentic record of proceedings and that only the original speech or the revised written translation of

that speech is authentic).

MEPs who mentioned motorcycles concentrated mainly on accidents and casualties with reference to motorcyclists themselves and the questioning the figures from the Commission.

In a master move the Commission representative did not respond to the reference by MEPs to the data but instead used motorcycles as the clearest example as a "very very solid case" for their proposal to go beyond the "existing regime".

The Commission representative said, in reference to motorcycles, (Powered Two Wheelers), that they have, "experienced quite a significant change over the years and your institution (Parliament) has recently also modified the Type Approval regime which makes the motorcycle (the Powered Two Wheeler) quite similar to a normal vehicle, integrating a lot of new technologies, for example an ABS system and so on.

***The Commission representative continued," this is the most telling case which pleads for considering those vehicles (motorcycles) also at the same footing in terms of regular inspections."***

If Road Worthiness Testing is not an issue for the normal people, who drive normal vehicles, then interpreting the Commission Representative comments, one might say that although the motorcycle is considered quite similar to a normal vehicle, it is the user/rider who seems to be outside the norm, but then again hasn't that always been the case?

While on the one hand motorcycling has been pushed and undergone a "friendly" name change to Powered Two Wheeler (PTW) in order to have the motorcycle integrated into transport policy as practical transport and environmentally friendly congestion busting means of commuting, has this fight for equality now backfired?

As all sorts of technology are being

Road Worthiness Testing

Rights And Responsibilities



"...makes the motorcycle (Powered Two Wheeler) quite similar to a normal vehicle"

Trevor Baird  
Dr Elaine Hardy  
Right To Ride Ltd  
Northern Ireland  
[www.righttoride.eu](http://www.righttoride.eu)

24th December 2012

Right To Ride

integrated into motorcycling, not just ABS, these system will like other vehicles, have testing integrated into present Road Worthiness Testing regimes. So why would the Commission not want to have motorcycles and their new technologies included in the Commission's proposal?

If motorcyclists and their representative organisations are outside the norm in not wanting Road Worthiness Testing or improvements to the current Road Worthiness Testing in their own countries, are they being seen as luddites? On the one hand they accept new technology but on the other, consider themselves to be outside the scope of legislation.

The pan European position taken by motorcycle organisations is that, "the proposal is disproportionate and inadequate to the problems the Commission aims to solve, which is basically a reduction in fatalities and to prevent environmental damage." Perhaps this position needs to be reconsidered, it either needs to offer an alternative or to simply support the European Council's position of deleting motorcycles from the proposal.

There needs to be clarification using sane and reasoned arguments for that position.

The time for hype and emotional pandering, which does not cut the mustard when the case is put to the politicians and the Commission, is past.

One could also argue that demos and protests by the orthodox rider organisations have left the normal motorcyclist and PTW commuter completely indifferent.

Full Article - [www.righttoride.eu/?p=10795](http://www.righttoride.eu/?p=10795)

# NI Motorcycle Fatality Report 2012

The time frame from the perceived hazard to the conclusion of the impact is typically between 2 and 3 seconds.....

**12th April 2012:** Right To Ride has published the "Northern Ireland Motorcycle Fatality Report 2012" an indepth study of 39 cases relating to 41 motorcycle fatalities in Northern Ireland (UK) between 2004 and 2010.

The study, supported by the British Motorcyclists Federation Foundation, was carried out by Dr Elaine Hardy of Right To Ride with the collaboration of Dr Emerson Callender and Damian Coll of the Road Traffic Collision Investigation Team, Forensic Science Northern Ireland and Dr Richard Frampton of the Transport Safety Research Centre, Loughborough University, England (UK).

**Recommendations from the Report:** The information provided in this report indicates that each road traffic collision is unique but that in all cases the time frame from the perceived hazard to the conclusion of the impact either with another vehicle or with road infrastructure is typically between 2 and 3 seconds. Within this time frame, although there is time to react, there may be insufficient time to avoid the collision. This time frame should be considered in any research regarding motorcycle accident causation.

In the seventeen cases (43.6%) the other vehicle driver precipitated the event. In thirteen of these cases (76.5%), the evidence highlighted that the motorcycle's lights were switched on and therefore the other vehicle driver was in a position to see them. However, there appears to be a problem of looking but not seeing which may be due to the size of the motorcycle or simply because the car/van driver is expecting to see another car or van and has difficulty coping with the unexpected.

There also appears to be an issue with the visibility of the driver from the cab of the truck to see the dipped beam light of the motorcycle which appears impaired due to the height of the sitting position in the truck. This may affect the truck driver's perception of the distance of the oncoming motorcycle. Further investigation into the perception of lights on motorcycles by OV drivers would be warranted.

Panic braking by motorcyclists was an important factor in the cause of the fatalities. Anti-lock braking systems (ABS) may become mandatory shortly through proposed legislation from the European Union, however as indicated, this technology is relevant in some circumstances, but not all. At this point in time, the application of ABS is limited to straight sections of the road. It is not (yet) designed to work when the motorcycle is in a lean.



Road Traffic Collision investigator Damian Coll - DUP MLA Michelle McIlveen - Dr Elaine Hardy - DUP MLAs - Brenda Hale and Ian McCrea

The development of braking systems that can function as efficiently when the motorcycle is leaning either left or right, may improve casualty rates. However, care should be taken about too much focus on technology rather than good training and attitude.

Emphasis is needed in car driver training to include more focus on scanning for VRUs. However as mentioned by the representative of the DVA, it is difficult to test awareness out on the road unless the novice driver or rider is presented with a situation which requires them to apply the skills acquired during training.

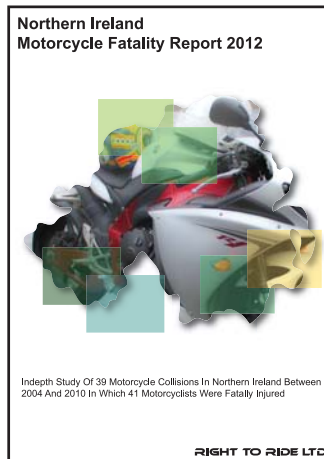
A possible solution could be simulator training whereby situations which include the unexpected (cases of VRUs appearing suddenly, or in the case of novice riders, the sudden appearance of another vehicle at a junction), may help to avoid panic situations, or prepare the novice to take more care and give more attention in specific situations – e.g. at junctions, or exiting onto a road from a private entrance.

According to the participants of the focus group, the best solution to avoid road traffic collisions is anticipation and hazard awareness training. The consensus was that the only reliable way to prevent motorcyclist injuries and deaths is to prevent the collision in the first place, which means the rider needs to get his/her eyes up and scanning ahead, and then taking evasive action when a potential collision is still several seconds from happening.

On Monday the 11th June 2012 Michelle McIlveen MLA hosted a presentation of the Northern Ireland Motorcycle Fatality Report 2012 at Stormont's Parliament Buildings. (Stormont is the seat of the Northern Ireland Government Assembly). Following the presentation a discussion took place amongst civil servants and riders to better understand accident causation and possible solutions.

In September 2012, Dr Hardy present her findings in Hannover, Germany at the ESAR International Conference "Expert Symposium on Accident Research" and in October 2012, at the International Motorcycle Safety Conference (ifz) in Cologne, Germany, held in conjunction with the INTERMOT motorcycle show. Both conferences brought together representatives from authorities, medical, technical institutions, scientists, researchers and practitioners with contributions from specialists from all over the world.

Full Article - <http://www.righttoride.co.uk/top-issues/motorcycle-safety/ni-motorcycle-fatality-report-2012/>





# First Aid For Riders

Delivered by St John Ambulance (NI).....

First Aid For Riders is a tailored course for motorcyclists in Northern Ireland and is delivered by St John Ambulance (NI).

The course provides the knowledge for riders to assess and manage an initial road traffic collision scene, to support comfort/reassure conscious casualties and helps to give first aiders confidence to stay calm at a road traffic collision until the rescue services arrive.

Rendering First Aid to a motorcyclist involves many additional considerations that may not be "instructed" in basic First Aid courses.

A motorcyclist may be wearing heavy leathers, armour and should be wearing a helmet, which means that delivering essential lifesaving First Aid to bikers can be more life critical.

Wearing your motorcycle gear during the training will give you a flavour of rendering First Aid as a rider out on the road.

The course involves the situations and the management that may be required, such as helmet removal, head and neck (c-spine) injuries, airways, CPR and general first aider skills for everyday life.

According to PSNI statistics,

between 2009 and 2010 16 motorcyclists were killed, 124 were seriously injured and 262 were slightly injured. Motorcyclists killed made up 15.8% of all road deaths and 4.2% of all road casualties. Motorcycles (including scooters and mopeds) represent 3% of road vehicles in Northern Ireland.

The full day courses will take place in various locations in Northern Ireland, each course will have 12 delegates to one St John Ambulance (NI) Trainer.

As a successful delegate you will receive a St John Ambulance (NI) certificate that is valid

for three years and will provide you with an Associate Membership Insurance cover for the duration of the validity of your training qualification.

You can't afford not to take part! You could be making the difference between a life lost and a life saved.

For Further Information Contact First Aid For Riders  
[contact@firstaidforriders.org](mailto:contact@firstaidforriders.org)

Trevor 07747604119

[www.firstaidforriders.org](http://www.firstaidforriders.org)

Facebook - [firstaidforriders](https://www.facebook.com/firstaidforriders)



[www.firstaidforriders.org](http://www.firstaidforriders.org)

# RIGHT TO RIDE

**[www.righttoride.co.uk](http://www.righttoride.co.uk)**

Issues that are the basis of a passionate debate – Caring about the rights and welfare of motorcyclists!.....

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**[www.righttoride.eu](http://www.righttoride.eu)**

Right To Ride EU is specifically focused on European issues that affect riders.....



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