



Notes from the NMR meeting in Stockholm 10-11 oktober 2014

Participants: Jörn MCTC; Hans-Henrik DMC; Jani & Juha SMOTO; Markku, Rani & Tommi MP 69; Morten NMCU; Maria & Jesper SMC.

Nordisk Motorsykel RÅD – NMR, are the Nordic body of organisations handling all issues related to motorcycle riding on public roads. All are members of The Federation of European Motorcyclist's Associations – FEMA, with office in Brussels.

Nordic Motorcycle Council – NMC, are the Nordic motorcycle sports federations within FIM.

NMC, has every autumn a meeting weekend, where next year races, rules and championships are planned. This year was the Baltic states, successfully invited as participators. It was the first time where both NMR and NMC were present simultaneously, and we could have a joint session.

Cooperation with and the NMR Members

At the FEMA meeting last weekend it was decided to start a closer cooperation between FEMA and FIM. The purpose of the NMR Meeting was coordination in Nordic advocacy work, and to meet the sport federations. We all succeeded since every NMR-organisation met their FIM-organisation and made a contact for future cooperation. We were at the meeting for the Nordic general secretaries of FIM federations and presented our selves. We had dinner with our fellow FIM partners in the evening.

How is the cooperation at a national level in Scandinavia?

MCTC, Denmark – no cooperation with the FIM organisation, (but, indirectly via DMC).

DMC, Denmark – a good cooperation, Nils Hansen is director in the touring committee (CTL) in FIM.

SMOTO, Finland - a good informal relation in order to marketing members to go to the FIM rallies.

MP69, Finland – no cooperation.

NMCU, Norway - started to coordinate lobby activities with NMF and support each others activities. But no formal agreement.

SMC, Sweden – has had a very good cooperation for more than 40 years with Svemo. SMC has two delegates in two FIM committees, Stig Björk (CTL) and Jesper Christensen (Director CAP) and member in FIM Europe CAP.

Noise

The sport organisations are facing big difficulties due to stricter noise regulation. It also give street riders with standard original bikes problems when they go to courses at race tracks. This is a problem in several Nordic countries. How can we support the sport organisations?

SMC has sent a letter to the authorities and politicians complaining since our attempt to improve safety among motorcyclists are stopped due to strict noise regulation, at the tracks used for training schools.

Possible action: This is a rather simple way of how we, as road riding organisations, can support the sport organisations in our countries.

We need to talk to the green and socialist MPs in our countries and also our green and socialist MEPs in Brussels. They are the enemies in this issue.

Drivers license

It took 15 years for SMC to convince the authorities that there is something wrong in the regulation and/or the riding test in itself since women fail the test more often than men. In a few years higher demands on the test vehicle for the A test will make it even more difficult. In the coming half year the Swedish Transport Agency and the Swedish Transport Administration will have to do something with the test. The government has asked for less focus on manouvers in low speed and more focus on risk awareness. They will also look at the size of the vehicles. Statistics from Norway, UK, NL and Sweden show that women fail more often in the low speed part of the test.

Decision: Every organisation find the stats in their countries and send it to Maria. It can help us all in Europe to change the 3rd DLD and might be good arguments to present to the Commission.

SMC Sport

SMC started SMC sport in order keep sportbike riders from excessive speeding at public roads, and instead move these SMC members to get road racing licenses for those who want to go fast on tracks – instead of going 100 times in the SMC School courses. Today SMC Sport has 150 licenses – which is 20 % of all road racers in Sweden in just a few years. The riders are new in the sport which means the sport is growing. It is also good for safety – the persons who were fastest on the roads are now competing on race tracks instead.

Riders and FIM events

The sport organisations are more than welcome to advertise in our magazines. We can also share the sport events calendar in order to promote the activities in motorcycle sport. Jesper show how this is being made in the SMC app, which now are in Norway and Denmark aswell.

The Baltic countries

FIM-organisations from the Baltic countries are also present at the meeting. Connections are being made with them since some of these FIM organisations are handling roadriders aswell, or have contact with road riding organisations. We got contact information.

The Nordic position paper on motorcycle safety

Morten got good feedback from Norwegian politicians and authorities on the position paper we presented a couple of years ago. At the same time the Nordic cooperation is not as strong as it used to be. Our governments rely much more on European and global platforms compared to the former Nordic perspective. But at the same time, we have a lot of problems in common and there are different ways of dealing with safety for motorcyclists in our countries.

The Nordic Motorcycle Conference

We want to arrange a Nordic Motorcycle conference, content; Infrastructure. It could be combined with a motorcycle event, for example a national MC show. It should be a conference including exchange of best practice in each Nordic country.

Possible subjects: friction, crash barriers, gravel, implementation of the infrastructure directive, control of entrepreneurs, etcetera.

Denmark does not have the same problem which might cause a problem to get participants. On the other hand, the Danish can contribute with a lot of good examples!

It is important to have speakers that can talk about the different subjects who not necessary are motorcyclists, but experts in their respetive field. It is important that we first solve the financial situation. Who will pay?

The speakers should be people who deal with the roads, not researchers. It should be a conference for experts, not for riders. Of course key persons from the motorcycle community will be invited. If the conference is a success, this could be something we arrange every second year in the different Nordic countries.

Decision: SMC will investigate the first conference and look for contribution from different sources. Everyone start to look around for speakers in each country.

Barriers

SMC is working very active in the issue but it is an increasing problem with many fatalities, 6 out of 27 this year. 25 killed in the last 6 years, 15 on TENT-roads.

Cable barriers are now being tested at 5 km road in Denmark after the long ban. Noone knows the result, if the barriers will be introduced on more roads and if the cable barrier will be allowed to come back. There are only 5 km cable barrier in Finland. In Norway cable barriers are banned.

Decision: Every country send Maria the statistics about fatalities motorcyclists and barriers.

Statistics

Finland dos not get access to statistics and they don't know how the fatal accidents are being investigated. It is an important matter when it comes to the PTI (Periodical Technichal Inspection) discussion and road safety in general.

Decision: Maria ask the SMC contacts for names and contact information in Finland.

Administration system for MC organisations

Jesper describes a vision for a IT system which would be possible to use for the NO's for administration, hosted by SMC and financed by an investor. It would not cost the NO's anything initially to use this system, but there will be a cost for each individual member in the NO, handled in the system.

NMCU – has put all administration in the Cloud (so are even part's of SMC's current system), which is working well but it is expensive. Morten suggests that Jesper hold a presentation at the next FEMA meeting.

Why should the insurance companies pay for poor maintenance on roads?

Maria will hold a speach at an annual conference for all Swedish insurance companies. The aim is to ask the insurance companies to cooperate with SMC. SMC will show that poor maintence are causing a lot of motorcycle accidents. But, the road owner, who according to the law is responsible for the road and maintenance, never pay for the damage caused on the motorcycle and the rider. Maria will also ask the insurance companies for support in the barrier issue with statistics and costs for motorcycle accidents with different types of barriers.

The new Norweigian Motorcycle Safety Strategy

Morten presented the brand new Norweigian Motorcycle Strategy which is brilliant. It's made by Statens Vegvesen in cooperation with NMCU. It clearly states that Statens Vegvesen has a responsibility also for the riders on motorcycles and mopeds. There is only one sentence that is a problem, about the age limit for A1.

The strategy will be launched in the end of October, will be translated to English and spread international trough FEMA.

Decision: the Norwegian strategy can be a perfect document for all other Nordic motorcycle organisations to use to a) start cooperate with the authorities and b) get a strategy where the government takes responsibility for the safety of the riders in each country.

SMC MC Vision version 2.0

The revised MC Vision 2.0 was handed out, it is also available on the web: www.svmc.se/smc/SMCs-arbete--fragor/MC-VISIONEN-20/

Will be translated to English as soon as possible and then circulated to the FEMA committee, and within the FIM. All NO's are welcome to use the document and copy everything that is of interest.

PTW market in the Nordic countries, excl. Non registerad bikes för sports/racing

Finland: 250 000 motorcycles and 300 000 mopeds

Denmark: 158 000 motorcycles and about 52 000 mopeds

Sweden: 315 000 motorcycles and 150 000 mopeds

Norway: 160 000 motorcycles and 170 000 mopeds

Total: 783 000 motorcycles and 572 000 mopeds

Mopeds in Finland

MP 69 told us about the moped riders in Finland. On Saturdays, thousands of young moped and A1 riders meet up, totally unorganised, through Facebook. They do stunts, play around and have fun. It is a really fun thing and shows that the moped culture is totally different in Finland compared to all other European countries!

It's a new thing and there are loads of films on Youtube: allrightin mitti (Pappa Betalar Productions). We would love an article for the FEMA website and our own magazines. Really fun to watch, we all want to be 15 and live in Finland!

Decision: Tommi will write an article in English for the FEMA web, that we also can use in our magazines. Add the best links and some photos.

Advanced training

Full Control: Both MP 69 and SMC are using Full Control as a base in our advanced training. A new version will be sent to 71 000 SMC members with the next magazine. Morten informs us that a company is now doing videos about the different parts and practical tests that will be available in an app. You can sit and learn more about riding a motorcycle when you are on a bus in the middle of the winter. These videos will be available for all of us to use.

MP 69: have different courses. Problem to attract new participants. MP69 are moving from "parking lot courses" to track courses. There is a "club" (webb-community) in Finland who offers about 20 courses on race tracks every year, they have about 30 000 members on their website! They offer training within the track day. Are the bikes insured during these track days and other trainings in Finland? Sometimes, depends on the company, could also mean increased costs for those who want to take part in a training activity. Also training in traffic on public roads, as a part of a weekend course.

Marketing of advanced training

Think: Never too good – a British campaign where a road racer explain that you have more to learn, even with a motorcycle license. Finland has Mika Kallio – might be able to use? MP69 gets a lot of attention from short videos on Youtube. Think Biker web: <http://think.direct.gov.uk/motorcycle-training.html> Think Biker facebook: <https://www.facebook.com/THINKBIKER>

SMC School: how did SMC do to get all the participants? Sexy courses, reasonable expensive price and high quality, prove that there are positive effects for safety, always 100 % covered by insurance and marketing in the correct place. The courses on gocart tracks, gravel, sport and track days are becoming more and more popular. Parking space courses are dropping. Advanced courses on race tracks are stable.

MCTC: has started this year with training for just a couple of hours. They had an article from one of the participants who explained the benefits of this training which give lot of new participants! Easy for all of us to copy!

A common view on training: SMC will finalize the curriculums from the different courses in SMC School and translate them to English. Jesper will also try and get certify the courses with FIM Academy quality label – which will give the courses a higher status. The meeting discussed different options for handling of students for the courses, using the SMC registration system (2016!) and the SMC School Curriculums.

Decision: we will investigate the possibility to arrange a Nordic ERTS (Experienced Riders Trainers Symposium) for the educators of instructors from our organisations. Purpose: to get a common view on advanced training in the Nordic countries.

Member benefits - discounts

The meeting exchanged best practices – pro's & con's, related to discounts agreements for the NO members. It may be obviously in the time of the internet, that deals may done so they cover several NO's.

Reporting black spots via the SMC app

Jesper is working with Trafikverket in order to get black spots included in the SMC app family, where the reports also go Trafikverket. The information from the SMC members and from other sources might be able to get in your helmet and also to report while riding your bike through a microphone in your helmet. The system are expected to be scaleable to other EU countries. Discussions are up in SMC whether this can be handled in the organisation or it maybe must be in a company structure.

NMR meetings

This meeting was a huge success in many ways, We had constructive discussions in our own meeting. We made new friends and will start to cooperate nationally with the FIM-organisations. Thus, NMR will meet next year at the same date when the Nordic FIM-organisations meet in Denmark. We will not forget the BLS Iceland next year. Perhaps we have some MC organisations from the Baltic states to meet then aswell?

Decision: NMR meeting will be with the Nordic FIM organisations October 2015, Denmark.

Minutes from the meeting

Maria took notes during the meeting, the minutes will be sent to all members in NMR with some presentations attached. The meeting was held in English, so are the minutes.

Decision: the minutes will be sent to the NMR, FEMA committee, NMC members, FIM organisations from the Baltic states, FIM CAP and FIM Europe CAP.

Secretary of the meeting

Int. Secr., SMC
Maria Nordqvist

GS., SMC
Jesper Christensen