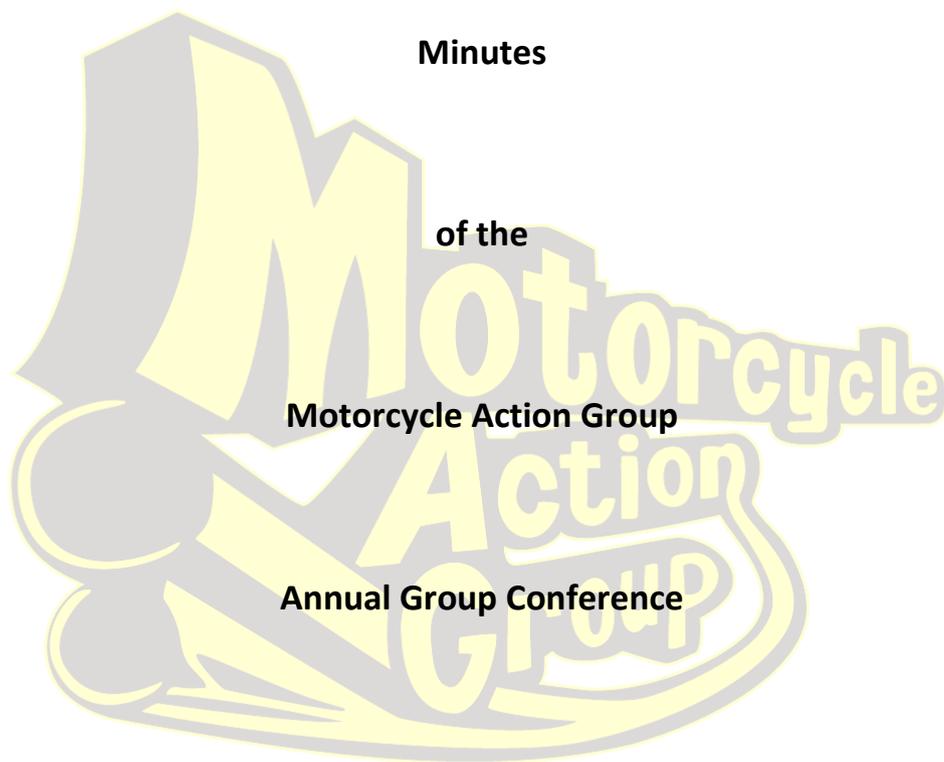


***** Approved by the National Committee *****



September 28, 2019

1. Opening by National Chairman

Richard Manton (RM) welcomed all to AGC and ran through Housekeeping matters.

Selina Lavender (SL) opened the meeting, introducing the Board, National Committee and also Julie Sperling and Carol Ferrari from the Office. She then handed over to Andy Carrott (AC), Vice Chairman, to chair the meeting.

AC first requested a Minute's silence to remember members lost during the past year. He then handed over to the Campaigns team, Colin Brown (CB) and Lembit Opik (LÖ) to present a review of the past year.

2. Review of 2018/19 campaign activity

LÖ opened the presentation with a mission statement and CB ran through strategy, with main points covering crime, eco-threats, bad air, Vision Zero and Cycle mania.

LÖ noted that MAG is the "undisputed voice of biking" and that political engagement is vital to the work of the organisation.

He further noted that the Motorcycle Industry Association (MCIA) has a new CEO, and that their representative at a Highways England meeting announced that 'MCIA' no longer stands for anything title-wise. MCIA now talk in terms of LCAT vehicles rather than motorcycles.

MAG is partnering with Highways England and inputting to infrastructure and road planning. At the last meeting with Highways England, MAG was asked directly to assist with these matters.

Tony Cox (TC) got a mention in dispatches for heading up a team at Manchester Show.

The Political Unit (PU) attended a Young Rider Safety conference in Birmingham as, although MAG is not directly about safety, we need to engage to help push the agenda.

Ultra-Low Emissions Zones (ULEZ) are a very significant threat, and motorcycle theft is a major issue. CB stated that PCC elections are imminent, and pressure needs to be put upon them regarding the National Bike Theft Rankings.

The internal combustion engine (ICE) is at imminent threat of being banned on two counts: environment and health. At the recent Labour Party Conference, it was suggested that ICE vehicles could be confiscated by 2030. CB pointed out that it is difficult to explain the advantages of motorcycling to those who follow dogma rather than science. MAG is in contact the United National Environmental Programme and because of the intervention made, the UN has acknowledged in writing that motorcycles are, at least in the short term, part of the solution. It was noted that Client Earth is a wealthy organisation that favours a targeted scrappage scheme. LÖ stated that we should "be under no illusion" regarding the future of motorcycling and that the authorities would ideally get rid of all vehicles that are pre-2007. CB noted that, in respect to toxic air statistics, the conclusion of David Spiegelhalter is that it is not plausible to think in terms of a figure, statistically, of attributable deaths. It was further noted that fuel globally is not all as clean as it is in the UK.

MAG has engaged with TfL regarding the ULEZ charge, culminating in a last-minute concession regarding bikes, but only on a case-by-case basis; i.e. two people with exactly the same bike would have to apply separately for the concession.

***** Approved by the National Committee *****

The PU has engaged with Dr Gary Fuller regarding a misleading report regarding increased pollution allegedly caused by an increase in motorcycle numbers in London. In a meeting with him, all of his findings were disproved. The Real Urban Emissions (TRUE) initiative report is, in the words of CB, “as accurate as Dr Fuller’s”!

Despite the high profile of overground pollution, the issue around pollution being 30x higher for underground travel by tube is not considered by relevant authorities to be an issue.

Environmentalists have picked up on the recent death of a young girl who suffered with extreme medical issues and have used her mother to campaign for the cause of death to be recorded as ‘air pollution’.

MAG has been asked to present its “Powered Two Wheelers: An Air Quality Solution” paper at a Smarter Tomorrow event.

The Office for National Statistics reports that many emissions are down despite a 30% increase in vehicles, with the exception of ammonia, which has gone up.

From the Floor, John Fuller explained that the increase in ammonia is due to a fuel additive (AdBlue) which is ammonia-based. This is because the additive only works when it is up to temperature, but most emissions are caused within the first few minutes of travel.

Vision Zero is a multi-national road safety project that considers that deaths and serious injuries on the road are unacceptable and campaigns accordingly. However, it is clear from their mandate and particularly from information provided on their UK site that sustainability is the big issue, with safety taking a back seat and, indeed, is not mentioned.

Cycle KSI statistics are higher than those for motorcycles, but dogma prevails, and it appears that we stand alone regarding a position of ‘safety in numbers’.

Vehicle autonomy is currently on the back burner and we are campaigning for consistency regarding bus lane access.

Following consultation with relevant bodies, MAG will be officially promoting Ride to Work Day going forward.

Doug Smith asked whether MAG can challenge TfL and was advised that there was more on that coming up.

Neil Liversidge (NFL) noted that MAG has a great lobbying team and was “thrilled and inspired” by what he had heard in the report.

Ian Whittaker noted that whilst many campaigns seem to be London-centric, issues that come up in the Capital generally spread to other cities and parts of the country.

Julie Sperling and Carol Ferrari received a mention in dispatches for their work and support at Central Office.

3. FEMA report

Ian Churchlow (IC) opened his FEMA report with a brief synopsis of the organisation and how they operate. All of their funding is via member organisations; there is no government funding.

He then asked why MAG would need to continue to engage with FEMA post-Brexit, explaining that many riders would still wish to ride within the EU and that we still have a vested interest in relevant legislation.

The EU Transport Commissioner has stated that she advocates further training; safer vehicles that can detect riders; riders to modify their own behaviours; lifelong training; improvements to protective clothing; and safer infrastructure.

FEMA is working in partnership with FIM, having two formal meetings per year and generating joint position statements.

It was highlighted that it has been discovered that 32% of Sweden's KSI have no valid licence, which has a detrimental effect on the statistics for legitimate riders and that this should be taken into account.

Live issues include: infrastructure; light electric vehicles; access to all road; access to LEZs; proximity warning systems; autonomous vehicles; crash barriers. In response to a question from Peter Ramsbottom, IC confirmed that a campaign in respect to motorway crash barriers is needed.

4. The MAG Foundation report

Tony Cox (TC) reported that there are currently five trustees and that the Lock2Lock initiative has been relaunched. Requests for support for groups assisting with recovering stolen motorcycles have been actioned. When time allows, the GetaGrip and Kill Spills campaigns will be revived. Give as You Live and Smile Amazon accounts have been set up so that the Foundation can benefit from on-line purchases. A new Foundation website has just been launched and the Foundation is financially sound.

In response to a question from Pete Seymour regarding getting support from insurance companies regarding the theft issue, TC noted that they don't seem to be interested or want to engage.

5. Board report

Steve Wykes (SW) noted that Charley Davies was appointed earlier this year as sub-editor for The Road and this is working well. Julie and Carol are providing sterling work at the office and several initiatives have been introduced as member benefits.

LÖ and CB continue to raise MAG's profile and work hard on identified campaigns.

The self-signup for members is now live.

The website is fragile and being worked on by Leslie Johns. TC is also working on shutting down old sites set up by branches etc. Provision of a new server for the office at Honiley is progressing.

GDPR requirements have been met and Julie Sperling has completed training as GDPR Officer for the organisation. Reps will have to receive training in respect to GDPR and sign to confirm that this has taken place. A clean desk policy has been put in place at the office, along with screen control.

DBS checks are being rolled out, starting with the Board.

TC attended the IoM TT event with a MAG stand to good effect.

Julie handles the financial side of the organisation to good effect and the company has reserves of six months, which is extremely good.

At this point Ian Churchlow gave a presentation about recruitment:

He noted that MAG's membership has plateaued but the number and severity of threats to motorcycling are not slowing down. It is therefore vital to increase membership numbers and income.

He went on to describe the Swedish Motorcycle Association (SMA) and how it operates as an example of what is possible. The SMA boasts around 30% of Sweden's registered motorcyclists as members, the organisation employs 11 administrative staff and they operate a website that is updated daily and distribute a magazine 8x a year. They also provide free affiliation to motorcycle clubs by way of a loss leader to raise the profile of the SMA. Most of their income is from memberships and they provide free legal, consumer and travel advice, along with discounts and cash awards to member's families in the event of their death.

IC then noted to expand MAG we "need to follow the money" and find commercial partnerships that will generate income and add value. This would enable the organisation to increase membership fees and to develop a culture of belonging.

He closed the presentation by stating that he would "like to start a recruitment campaign today" and opened the Floor for questions and suggestions.

Tim Fawthrop (TF) stated that discounts are difficult to find and often out-of-date; IC said that regional work would be needed to improve this.

Steve Kearney (SK) asked whether insurance companies could be involved, and SL explained our "preferred insurer" arrangement with BikeSure, which is proving very successful and bringing in more members than events are doing. She further explained that due to the competitive nature of the insurance industry, it is not possible to work with all of them.

Pete Seymour (PS) noted that feedback from shops is that the current climate in respect to the high street and shopping is driving the lack of discount offers.

NFL noted that cultural differences account for the big difference in membership figures as the Swedes are natural joiners. In the UK, this is less pronounced, and clubs tend to want something for nothing. He cautioned against providing too much to clubs as there would be little in it in return for MAG.

Marcus Holden (MH) noted that there is still a lot of "what's MAG" type feedback from people, particularly on social media.

IC closed his presentation with a short promotional video that was filmed recently.

5. Guest speaker

Scott from Ultimate Ear briefly explained the products that they provide and stated that he would be available post-meeting to provide information and take measurements.

7. Finance report (circulated)

AC gave a brief overview of the Finance report, which had been circulated prior to the meeting. He noted that a membership report is given at all Board meetings and that Bikesure has played a significant role in membership increase and retention.

***** Approved by the National Committee *****

Steve Mallett (SM) asked how much of a membership fee is profit. SL explained that, whilst not all the fee goes to maintaining a membership, but that the income from memberships is insufficient to run the organisation and its campaigns.

Doug Smith (DS) sought clarification regarding the section 'Governance' and SL explained that it covers the overarching cost of running the organisation and office (bills, PAYE, pensions, etc).

Michael Armstrong (MA) asked whether MAG operates a reserve fund and AC confirmed that the organisation has six months operating costs, noting that this is an excellent position to be in that many companies would envy.

8. Questions to the Board

Pete Walker (PW) asked whether due diligence checks are carried out for new Directors. SL confirmed that it now forms part of the DBS check and interview process.

9. National Committee report

SL advised that the NC has met as required by the Constitution and receives regular reports from Regional Reps, the Board of Directors and the Executive Officer.

Regions with a Regional Rep in place are all politically active and the Political Unit represents the organisation nationally to government, national organisations, etc. Regions are engaging with MPs, councils, clubs, etc locally.

SL noted that a great deal of work is done by many volunteers "not here today to hear the praise".

Legal action against TfL was considered and NC took legal advice that made it clear that MAG could not risk taking legal action against TfL because the cost implications of losing would have risked MAG's future.

Due process has been followed for Regional AGM, there is a MAG Wiki with lots of useful information, and we have lost contact with some members due to GDPR and the tick box permissions regarding contact with individuals.

SL stated that MAG is grateful for donations coming in throughout the year rather than waiting for AGC as it is helpful to have a steady flow of funds.

SL noted that she is happy to provide references to anyone who should need one when applying for jobs.

She further noted that the next big event will be Motorcycle Live at the NEC and volunteers to help run the stand are welcome.

SL then touched on the Minute's silence held at the start of the meeting, acknowledging that whilst unable to name all those lost in the past year, she particularly wished to note the passing of Gordon Finney, Paul Merrett and Justine Travis.

In closing, SL advised that this would be her last year as Chair as she does not intend to stand again in 2020 and encouraged anyone interested to come forward. She then thanked the Board, NC, her Vice Chairman and said she "should really" thank her husband!

10. Questions to the National Committee

Geoff Mills (GM) asked whether MAG has a stance regarding smart motorways. SL advised that there is no formal policy currently but that the matter has been discussed recently. AC suggested that the PU could take this issue to Highways England.

NFL stated that the NC was doing a great job but questioned the £7,000 spend on legal advice and suggested that they could have plugged in to appropriate resources within the organisation.

MH asked whether there is an electronic version of the Road and was advised that there is, but there is a cost to ensuring it is secure for members only, so currently there are links to past issues only. If a way can be found to secure the current issue for members only an opt-in can be provided.

Peter Ramsbottom (PR) suggested simply putting the magazine “out there” but AC responded that it is a member benefit and this would be unfair.

Paul Battye (Leeds) asked whether two different versions could be offered. SL will take this to the Board for discussion.

11. Administrative Motions

1. *“This AGM accepts the Board report”*
Proposed: Tim Peregrine, Seconded: Paul Carter. Carried unanimously.
2. *“This AGM accepts the Finance report”*
Proposed: Michael Armstrong, Seconded: Neil Liversidge. Carried unanimously.
3. *The Conference accepts the NC report”*
Proposed: James Dyson, Seconded: Neil Liversidge. Carried unanimously.

12. Constitutional and Policy Motions

Proposal 1

Amendments to the Constitution Under section 7:

Clause 7.e Proposed Constitutional change to include the ability to check the records of officers.

Clause 7.e Renumber clause to 7.e.i. Insert new clause “7.e.ii Any Officer of the Company may be subject to a records check in respect to convictions, reprimands or warnings (currently known as Disclosure and Barring Services (DBS) basic check), the cost of such a check being met by the Company. Any information received as a result of the check and considered to be of concern to the organisation could potentially lead to an Officer being barred from holding office and, in extreme cases, from being a member. The National Committee shall have the powers to apply such sanctions.”

Proposed: V. Selina Lavender 94077

Seconded: Ian Churchlow 74552

SL explained that this Motion has come about in response to a situation where a member had to be barred from both office and membership due to having been convicted of serious sexual offences. The circumstances were only made known to MAG because it was drawn to the attention of the organisation. She also stated that a start on DBS checks has been made at Board level, with the intention to cascade the checks to Regional level for the time being.

***** Approved by the National Committee *****

A number of questions and observations were made from the Floor, including: wanting “extreme” defined, wanting “Officer” defined, and a recognition that many people may have previous offences of some sort in their past but that would not render them unsuitable for MAG membership or from holding office.

SL made it clear that, as a volunteer organisation, the DBS checks that can be run are limited and are not the same as would be carried out by an employer.

It was suggested that the Code of Conduct form could have a sentence added stating that the person signing is willing to be DBS checked. It was further suggested that advertisements for posts could include a sentence to advise that such checks may be carried out.

It was noted that there should be evidence to back up the request for a DBS check to prevent allegations of discrimination.

It was further noted that anyone applying for a post should surely be aware that such a check may take place.

After further discussion along similar lines, AC moved to a vote.

Motion carried with 3 votes against.

Proposal 2

MAG rejects and condemns HM Government’s diktak forbidding the sale and registration in the UK of internal combustion powered (ICP) private vehicles from 2040 or any other date.

Proposed: Neil Liversidge 23660

Seconded: Gareth Hiscocks 68662

After speaking for the Motion by giving background to the proposal, several delegates felt that it would not fall within MAG’s remit, and one suggested ending the proposal after the words “from 2040”.

NFL responded to those speaking against it by noting that they were not addressing the message of the proposal. He said he is not denying climate change, but that motorcycling should not be sacrificed in its name.

Motion carried by a large majority.

Proposal 3

MAG believes that choice in personal transport is an essential element of a free and non-elitist society and opposes any and all measures that restrict have the effect of restricting car and/or motorcycle use to any form of elite.

Proposed: Neil Liversidge 23660

Seconded: George Carnegie 71690

After speaking in favour of the Motion, NFL said he would accept the typographical amendment to insert “or” between “restrict” and “have the effect”; but would not accept a friendly amendment to remove “to any form of elite”. Neither would he accept a friendly amendment to remove “car” from the proposal, explaining that we need car drivers ‘on side’.

Motion carried by a large majority.

Proposal 4

MAG rejects as inefficient, unaffordable, unworkable and highly detrimental to the UK economy and populace, the idea that sufficient charging points can be installed as to allow the rapid recharging of an electric vehicle fleet in any way comparable to the UK's current fleet of ICP private vehicles.

Proposed: Neil Liversidge 23660

Seconded: Rob Matthews 112834

NFL pointed out the issues that would cause practical and logistical problems in a scenario where there came to be a reliance on electrically powered vehicles, stating that batteries need to charge slowly to prevent damage to them and that service stations would need to be “the size of Leeds/Bradford airport”.

Ian Mutch (IM) stated that he agreed with the shortcomings of electric vehicles but felt that the proposal fell outside MAG's remit. SK expressed concerns that there was a presumption of an identical commuting pattern in a mass electric vehicle scenario.

NFL stated that this motion was not against electric vehicles, just against an unworkable infrastructure.

AC then moved to a vote, requesting a formal count.

For: 42, Against: 39. Motion stands.

Proposal 5

MAG supports the improvement and extension of public transport systems and calls for investment in electric railway, tram and trolley-bus systems and services so-as-to encourage a voluntary reduction in the use of private vehicles.

Proposed: Neil Liversidge 23660

Seconded: Gareth Hiscocks 68662

SK and IM spoke in favour of this proposal, but DS stated that, whilst in agreement with the statement, he felt compelled to vote against it as it is a side issue to that of riders' rights. AC noted that all proposals would be subject to scrutiny by the National Committee and Political Unit.

NFL stated that no campaigning was necessary for any of the above proposals, describing them as purely positions or “markers”.

Motion carried by an overwhelming majority.

Proposal 6

MAG opposes the use of self-driving vehicles on public roads believing that they will never be sufficiently safe and as such will be an unnecessary and unacceptable hazard to all road users, in particular motorcyclists. MAG further condemns the use of self-driving vehicles as being yet another means by which the less academically qualified are prevented from earning a living, resulting in the yet greater concentration of wealth in fewer hands.

Proposed: Neil Liversidge 23660

Seconded: Rob Matthews 112834

NFL spoke for the proposal before IM stated that it is important to be seen to be able to look at future possibilities.

***** Approved by the National Committee *****

TF said the second part of the proposal was unnecessary and Peter Paley (PP) stated that the proposal was a political statement, whereas MAG is an a-political organisation. NFL pointed out that MAG is not a-political because the organisation engages with the political process, but it is not party-political.

To remove the second sentence of the proposal

Proposed: Jude Bramham; Seconded: Tim Fawthrop

For: 67, Against 21. Amendment carried.

NFL accepted a friendly amendment to insert “and cyclists” at the end of the first sentence.

Motion carried by a large majority.

Proposal 7

MAG promote, as part of the current transport and pollution debate, the motorcycle as potentially the most efficient and least polluting way of using fossil fuels and make it central to its vision.

Proposed: Stephen Kearney 17217

Seconded: Steve Wykes 89454

SK made a number of points in support of his proposal, mainly in respect to establishing and publicising a vision regarding minimum acceptable fuel consumption, and for supporting an increase in fuel prices.

IC stated that a campaign for higher fuel prices would make us “the most unpopular kids in the school”.

NFL said that Conference should deal with the statement of the proposal, not the supporting information and further noted that SK’s presentation was unique in that he had managed to persuade him to vote against a proposal that he agreed with!

DS suggested that the proposal as worded is what MAG already does and that the proposal should be withdrawn. SK refused to withdraw the proposal.

AC called for a formal count for the vote.

For: 43, Against: 40. Motion stands.

13. Elections

AC noted the following:

Jane Carrott, standing for re-election as a Director of TMAGL, is returned unopposed (term of two years).

Selina Lavender, standing for re-election as a Director of TMAGL, is returned unopposed (term of four years).

It was noted that a vacancy to the Board of Directors for TMAGL exists, and that candidates, particularly those with a financial background, would be welcome.

Selina Lavender, standing for re-election as Chair, is returned unopposed (term of one year).

There were no candidates for the position of National Clubs Liaison Officer.

***** Approved by the National Committee *****

There were no candidates for the position of National Reps Liaison Officer.

14. Other business

None.

15. N.A.B.D.

That affiliated membership be granted to the National Association of Bikers with a Disability (NABD).

Carried unanimously.

16. National Youthbike

That affiliated membership be granted to National Youthbike.

Carried unanimously.

A representative from Youthbike (Paul Battye) stated that the organisation is grateful for MAG's support.

17. Floor open to members

Subjects advised to the Chair earlier during a break.

AC noted that fuel consumption figures is an issue that will be taken forward in line with a Proposal earlier in the meeting and that a road safety issue would be taken to NC.

Awards

Certificates of Merit

Awarded to:

Lauren and Megan Roche (by Dave Wigham)
Mick Cluderay (by Dave Malt)
Karen Clayton, Averil Finney, Marcus Holden (by Richard Manton)
Dawn Evans (by Selina Lavender)
Daryl Whitby (by Tony Cox)

Chairman's Award

Presented by Selina Lavender to Tracy Smith, in recognition of work in various roles over a number of years.

Life Membership

Presented by Dave Wigham to Pete 'Veece' Davison.
Presented by Selina Lavender to George Legg.
Presented by Selina Lavender to Martin 'Spam' Wylie.

***** Approved by the National Committee *****

Steve Tannock Teamwork Award

Selina asked Richard ‘Manny’ Manton to collect this award on behalf of all those working on issues in West Yorkshire in respect to Pathways to Progress.

Richard Tegg Award

Presented by Richard Manton to Dave & Helen Taylor.

Bald Eagle Award

Presented by Carol Ferrari, Membership Administrator, to Greater London Region.

Fred Hill Freedom Award

Presented by George Legg to Geoff Mills.

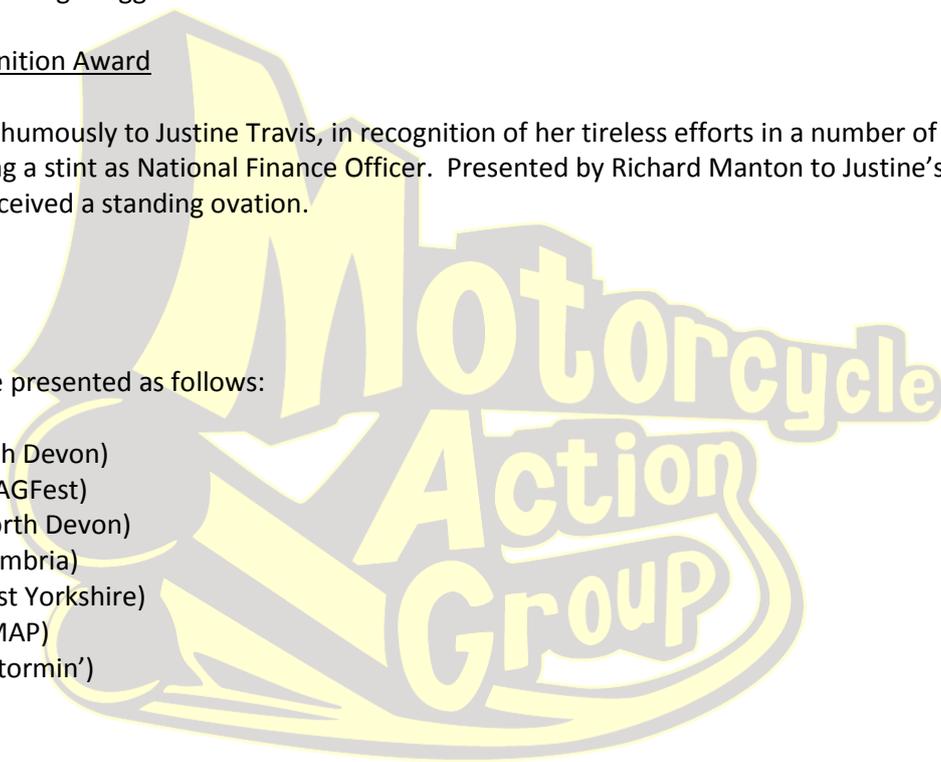
Special Recognition Award

Awarded posthumously to Justine Travis, in recognition of her tireless efforts in a number of roles within MAG, including a stint as National Finance Officer. Presented by Richard Manton to Justine’s husband, Steve, who received a standing ovation.

Donations

Cheques were presented as follows:

£165.00 (North Devon)
£1,600.00 (MAGFest)
£2,000.00 (North Devon)
£2,900.00 (Cumbria)
£4,000.00 (East Yorkshire)
£50,000.00 (MAP)
£51,000.00 (Stormin’)



President’s Address

Ian Mutch opened his remarks by noting that he has now been riding motorcycles for 50 years and proceeded with several motorcycle-related anecdotes.

He said that following his complaints that people mumble, he commended Neil Liversidge for his clear vocals.

He went on to state that “MAG is an organisation of enormous credibility” and that he is “rather pleased with them overall”, referencing the Political Unit.

He continued with a travel anecdote and a plug for his new book.

Ian closed his remarks by saying “thank you to all the people who don’t get paid”.

***** Approved by the National Committee *****

AC then thanked delegates for their attendance at Conference, and for their listening, respect and suggestions before inviting SL to give her closing address.

National Chairman's Closing Address

SL stated that "without you, the members, today wouldn't have happened". She encouraged Conference to "ask for the things you are looking for", noting that "the membership is the most important part of MAG".

She closed her remarks by thanking AC for the smooth running of AGC.

Conference closes.

RM offered an enormous thank you to the kitchen staff (who responded with "the pies are ready so wrap it up!"), exhorted everyone to enjoy the evening's party and to drive and ride safely home.

Minutes taken by Jane Carrott, MAG member 72474

