



FEMA year report 2019

Introduction

In present times our stakeholders may expect accountability from us. Therefore, for the first time in our history we publish a report about our activities and finances. This report is intended for our members, supporters and external parties who have an interest in our work.

In 2013, the FEMA Committee decided that FEMA was not functioning as was desirable. The focus was too much on research projects and the impression (right or wrong) was that lobbying work was threatened. Also, the feeling in the Committee was that the Committee lacked control on the work of the staff. A task force was set up to look into this and came with a number of recommendations. The result was that the existing contracts with the staff members were terminated or not prolonged.

Early 2015, a new general secretary was hired, whose first task was to set up a leaner and more focussed organisation. In 2015 almost all existing contracts were terminated, the office was emptied and the lease of it was terminated early 2016. Instead of an own office, FEMA leases flexible workspace. In 2016, a communications officer was hired. Since then the staff of FEMA consists of these two people, who work from home and only are in Brussels when their tasks require such. Board meetings are monthly with use of digital communication devices to avoid unnecessary travels.

The present way of working also means that FEMA doesn't need an administrative and financial officer anymore. The administrative and financial matters are done by the general secretary with assistance of the communications officer. Next to a more efficient way of working, we also looked for ways to reduce the costs of the meetings for the member organisations. A new meeting venue was found, and delegates can book a room in a simple hotel together with their registration for the Committee meetings. This way they don't have to look for accommodation themselves.

By working this way, staff and board save time and money for both the organization itself and the member organizations and at the same time they can focus more on the core activities of FEMA, which is the motorcycle advocacy in Brussels.



Photograph by Wim Taal

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Organisation

Member organisations

In 2019 we started with 22 member organizations from 17 countries:

| | | |
|----------------|---|--|
| Belgium | Motorcycle Action Group (MAG Belgium) | www.mag.be |
| Cyprus | Cyprus Motorcycle Rights Club (CMRC) | www.cmrcclub.weebly.com |
| Czech Republic | UAMK | www.uamk.cz |
| Denmark | Danske Motorcyklister Råd (DMC) | www.danskemotorcyklister.dk |
| Denmark | MC Touring Club (MCTC) | www.mctc.dk |
| Finland | Moottoripyöräkerho 69 (MP69) | www.mp69.fi |
| Finland | Suomen Motoristit (SMOTO) | www.smoto.fi |
| France | Fédération Française des Motards en Colère (FFMC) | www.ffmc.asso.fr |
| Germany | Biker Union (BU) | www.bikerunion.de |
| Germany | Bundesverband der Motorradfahrer (BVDM) | www.bvdm.de |
| Germany | Kuhle Wampe (KW) | www.kuhle-wampe.de |
| Greece | MOTOE | www.motoe.gr |
| Iceland | Sniglar Bifhjólasamtök lýðveldisins (BLS) | www.sniglar.is |
| Ireland | Irish Motorcyclists' Association (IMA) | www.magireland.org |
| Italy | Comitato Coordinamento Motociclisti (CCM) | viverelamoto.blogspot.com |
| Netherlands | Motorrijders Actie Groep (MAG NL) | www.motorrijdersactiegroep.nl |
| Norway | Norsk Motorcykkel Union (NMCU) | www.nmcu.org |
| Spain | Asociación Mutua Motera (AMM) | www.mtuamotera.org |
| Sweden | Sveriges MotorCyklister (SMC) | www.svmc.se |
| Switzerland | IG Motorrad (IG M) | www.ig-motorrad.ch |
| United Kingdom | British Motorcyclists Federation (BMF) | |
| United Kingdom | Motorcycle Action Group (MAG UK) | www.mag-uk.org |



FEMA Committee (photograph by Wim Taal)

During the year we were joined with a new member from Romania (MotoADN, www.motoadn.ro) and with a new member with observer status from Belgium, Fédémot (www.fedemot.be). MAG NL left FEMA at the end of 2019 for financial reasons.

We are also supported by the Federation Harley-Davidson Clubs Europe (FH-DCE), Women's International Motorcycle Association (WIMA) and since 2019 also by Motoclub Kayldall Luxembourg.

FEMA is registered in the [EU Transparency Register](#) for lobbyists under number [43691777818-34](#). FEMA is registered at the DESA NGO Branch (the focal point within the UN Secretariat for non-governmental organizations) and has consultative status at the United Nations Economic and Social Council (ECOSOC).

Board

In 2019 the Board consisted of Anna Zee (President), Maria Nordqvist (SMC), Jim Freeman (Treasurer, BMF) and Eric Maldiney (FFMC). During the Annual general Meeting on 9 February 2019 Matúš Škorík (UAMK) was also elected to the Board. The Board had eleven monthly meetings by Skype.



FEMA President Anna Zee



FEMA Treasurer Jim Freeman

Staff

As in the years before, the Staff consisted of Dolf Willigers (General Secretary) and Wim Taal (Communications Officer). Both staff members had a full-time employment contract for an indefinite period worked from their homes. They report to the Board every month and take part of the monthly Board meeting. They also report to the Committee every two months in writing and give a verbal explanation on the Committee meetings.



FEMA General Secretary Dolf Willigers



FEMA Communications Officer Wim Taal

Activities

Lobby work

The strategic paper 2016-2026 defines five main working fields Environment and energy, Urban mobility / future mobility, Road safety, ITS and Organization. Since the adoption of this paper the staff reports periodically along these lines to the Board and Committee. Also, in this report the lobby activities are divided along these lines.



Daan Wijnants from felyx, Dolf Willigers and Wim Taal after a meeting about shared mobility (photography by Wim Taal)

Environment and energy

In 2019 much attention went to the implementation of the Euro 5 standards per 1/1/2020, including possible new sound emission standards and the implementation of the On-Board Diagnosis II (OBD II). Although new motorcycles are very clean, motorcycles still have a bad reputation when it comes to emissions of greenhouse gasses (GHGs), toxic gasses and sound.

To make it even worse, the Dutch research institute CE Delft published a report about the internalization of external costs. The costs calculated for motorcycles were extremely high. This was because of safety issues and sound emission. It turned out that the latter was based on assumptions of the researchers in an earlier stage. We reacted to this in public and in our contacts with other stakeholders. We also participated in an alternative research that was initiated by FIA to contradict the research report of CE Delft.

Most of the attention went to the energy transition. As a consumer organization, we do understand the need for cleaner transport and we also support electrification, but not at all costs and at the expense of motorcyclists who want to use a motorcycle with an internal combustion engine. We believe in freedom of choice and we do not think that complete electrification is the only way to reach the new goals in reducing energy consumption and emissions of GHG and toxic gasses. We also think that owners of older and historic vehicles should be able to keep using their vehicles in future, if necessary, on alternative fuels which are suitable for existing engines. During our work we advocated the implementation of a suitable charging infrastructure that is also fitted and safe for motorcycles, but we also kept expressing that owners of other types of motorcycles should be able to keep using them in future. For this matter we also kept participating in the European Parliament Historic vehicle Group and we spent attention to alternative fuels.

Urban mobility / future mobility

We see a progressing pressure from policy makers and advocacy groups to a transition in urban mobility from the present mix of cars, powered two-wheelers, bicycles, pedestrians and public transport to only public transport, cycling and walking, possibly with addition of the use of personal light electric vehicles (PLEVs) or e-scooters. We consider this a too limited view on future urban transport and keep advocating the addition of motorcycles to this mobility mix. Motorcycles, and powered two-wheelers in general, can come everywhere and on all times without adding to congestion, with lower costs than public transport has and less emissions and use of space than cars do.

Road safety

2019 was the year of the completion of two important revisions. First of the General Safety Regulation (GSR) and the Pedestrian Safety Regulation and of the Road Infrastructure Safety Management Directive (RISM Directive). The revision of the GSR led to an extension of driver assistance systems with the goal of making cars safer, especially for vulnerable road users. Part of the revision was to have better direct vision on trucks that drive in urban areas to enable the driver to see cyclists and pedestrians. Although we have some questions about the effectiveness of some of the measures, we thought the advantages and safety benefits from other changes more important and we publicly supported the European Commission in this. The same goes for the RISM Directive, that extended the



Photograph by Wim Taal

working of the directive to all main road instead of only TEN-R roads and forces road authorities to take vulnerable road users and motorcyclists into account. We also kept advocating road safety, e.g. by giving a presentation to the FIM Europe Congress in Croatia about testing, training and driving licenses, and by giving a presentation on the AISICO/ERF International Conference on Road Safety for Motorcyclists in Italy in September 2019 about safe roads. Furthermore, we attended numerous meetings,

workshops, congresses et cetera about all aspects of motorcycle road safety and we wrote several publications about road safety issues.

ITS

We are member of the Coordinated, Connected and Autonomous Mobility (CCAM) Single Platform of the European Commission and try to participate in all relevant plenary and workshop meetings. The work of this platform is of utmost importance for the (future) research and regulation around self-steering vehicles and we want to make certain that motorcycles are not forgotten in a world of these vehicles. Next to this we were present in many workshops and conferences about future self-steering vehicles, Advanced Driver Assistance Systems (ADAS), again to secure the inclusion of motorcycles in the technical and legal developments.

Organization

Administrative and financial organization

In 2018 we changed from one accountancy office to another. This brought much work with it to repair the damage on financial and legal aspects of our administration and to catch up with the legal registrations and obligations. To decrease our dependency to external advisors the general secretary took pains to have himself registered as a Belgian employee to get direct access to the governmental websites and digital communications. This way we were already able to fulfil some legal obligations without the assistance of external advisors and we are in better control of the information exchange with the Belgian authorities.

FEMA-FIM Europe cooperation

In 2019 we had one meeting of the FEMA-FIM Working group in Fiumicino (Italy) to discuss the revision of the joint position papers. The revised position papers were adopted and printed June 2019 and were used with our joint visits to MEPs in the end of 2019 and early 2020.

FEMA, FIM Europe and LOGOS visited several MEPs to make acquaintance and discuss current and coming motorcycle issues. The cooperation went very well and together we had more meetings than would be possible without cooperation.

Although we reduced the number of meetings of the working group (also due to unexpected circumstances) we still cooperate quite intensively on operational level concerning training, testing and licensing, personal protective equipment (PPE), technical vehicle standards, etc.

Cooperation with other stakeholders

In 2019 we worked together with ERF concerning safe infrastructure. With ACEM concerning technical vehicle standards, training, testing and licensing, urban mobility and automated vehicles. We worked with ETSC on the General Safety Regulation and training, testing and licensing. With ECF (European Cyclists Federation) we worked together on tax (VAT) exemption for electric PTWs and the revisions of the Pedestrian Safety Regulation and of the Road Infrastructure Safety Management Directive (RISM Directive). On an ad-hoc base we have also worked together with other NGOs.

Communication

FEMA's main channels of communications in 2019 were the social media channels, with Facebook as the biggest platform with over 35,000 followers. Posts on our social media channels always refer to an article on our website.

In our communication we aimed to inform European riders with background information on the advantages of motorcycling and with information on the 'rules of the road' that can be very different per country. We have published as many articles with news from our member organizations as possible; this has required some effort, since not all member organizations have sent us their news

that could be of interest to European riders and we had to go and find, interpret and translate it ourselves. Every Friday we have published (if available) the recalls by motorcycle manufacturers, as provided by the European Commission.

We helped our member organizations create as much publicity as possible surrounding the Mobility Test we organize every two years. This test compares the performance of different modes of transport in an urban setting.

In 2019 we continued working on reducing the number of websites run by FEMA, by moving relevant content to FEMA's regular website and then removing obsolete websites. This has made it easier (and less time consuming) to keep our websites up to date.

In October a group of thirteen members of staff from SMC travelled to Brussels for a 'field trip', to take a look inside the European 'bubble'. We welcomed the staff from SMC Sweden to the FEMA office in Brussels, where both Dolf Willigers and Wim Taal gave an in-depth presentation about the work that FEMA does in Brussels and on the ways we try to communicate with riders from all over Europe.



Photograph by Wim Taal

Future

Most of the issues we were working on in 2019 will come back in future years. The participation in the CCAM Single Platform will last at least three years, the revision of the 3rd Driving Licence Directive has just started, and safe infrastructure is an ongoing story. However, the outbreak of the Covid-19 virus infections will have a great impact on our work, both in the way of working as in the position of motorcycles in the future mobility mix. Also, it will have an impact on our members, with an almost certain recession, restrictions on mobility, limited possibilities to gather etc. our member organisations are bound to lose members and income. We will have to work out what the exact consequences will be and how we will be able to keep working with less possibilities for meetings in person, both with our own delegates as with external parties. As for motorcycling, we think that the need to keep distance from each other and the consequences that this have for public transport, the promotion of

waling and cycling accompanied by a shift from the space for the car to that for cyclists and pedestrians will provide new chances for powered two-wheelers, provided that road authorities, municipalities and governments cooperate.

Financial report (preliminary)

Budget 2019

| BUDGET (in Euro) | Budget 2019 |
|--------------------------------------|--------------------|
| INCOME | 142.933 |
| NOs Fees | 139.933 |
| Supporters (Clubs & individuals) | 1.750 |
| Other income | 1.250 |
| EXPENDITURE | 149.500 |
| Remunerations (salaries, taxes etc.) | 120.000 |
| Office costs | 3.300 |
| Computers, software etc. | 1.200 |
| Operating costs (Travels) | 14.000 |
| Communication costs | 2.000 |
| Meeting costs (travels, hotel) | 4.000 |
| Outsourcing Accounts | 3.000 |
| Events | 2.000 |
| RESULT | -6.567 |

Finances 2019

Preliminary figures

| | Actuality 31 st December 2019 |
|--------------------|---|
| INCOME | 155,540 |
| NO Income | 413,940 |
| Other Income | 11,600 |
| EXPENDITURE | 149,073 |
| Employment | 116,514 |
| Employee Expenses | 11,851 |
| Other Expenses | 20,708 |
| RESULT | 6.467 |

Although a slight loss was expected for 2019, in reality we made a little profit. This was due to higher income than expected, both from membership fees as other incomes. The staff provided some paid services to third parties. Since early 2019 FEMA writes a monthly newsletter for the Dutch retail association BOVAG.

Environmental report

Because FEMA has no own facilities it is not possible to steer on the environmental aspects of housing. We try to reduce travelling as much as possible by working at home and have video meetings whenever possible and applicable. For long distance travels we try to avoid flying, but in many occasions from a cost and time perspective this is unavoidable. We also kept advocating a good and safe charging infrastructure for electric motorcycles and the need of clean combustion engines. Also, we took pains to convince motorcyclists that with making too much noise they do themselves and their fellow motorcyclists no good service.

Social report

Society

Sometimes we receive demands for help, information and assistance from motorcycle organisations outside Europe. For this reason, the Committee decided to set up the FEMA Worldwide Solidarity Fund. Although there were some requests for support from other countries no applications have yet been submitted that meet the criteria for support.

Gender

FEMA supports gender equality both in riding as in the own organisation. In 2019 we continued to demand criteria for test motorcycles that would secure equal possibilities for women to pass the driving licence tests. Next to this we try to have a balance in gender in our own organisation. Two of the five Board members, including the President, are female. In the Committee women are underrepresented and in the staff no women are working. However, until 2015 the majority of the staff, including the General Secretary was female.

Working conditions

Part of the process in 2015 to simplify the administration was to stop with all kinds of personnel benefits as an insurance plan, luncheon vouchers, a complicated system for expense allowances, etcetera. Partly, but not entirely, this was compensated in the salary. During the years, especially the lack of a pension plan provided a problem. In 2019 the first steps were made to repair this omission. In 2020 this would be completed.


Annexes

Annex 1: CBE registered data FEMA

Registered entity data | CBE Public Search

<https://kbopub.economie.fgov.be/kbopub/zoeknummerform.html?lang...>

nlfrde**en**

**CBE**
Crossroads Bank for Enterprises

Other official information and services: www.belgium.be

Home | New | Info Public Search | Info CBE | Disclaimer | Contact

New search by number

New search by name

New search by activity

New search by authorisation

New search by address

Registered entity data

In general

| | |
|-------------------------------------|---|
| Enterprise number: | 0469.042.609 |
| Status: | Active |
| Legal situation: | Normal situation Since September 6, 1999 |
| Start date: | September 6, 1999 |
| Name: | Federation of European Motorcyclists' Associations Name in French, since September 6, 1999 |
| Abbreviation: | FEMA Name in French, since September 6, 1999 |
| Registered seat's address: | Square de Meeus 18 1050 Ixelles Since July 1, 2017 |
| Phone number: | No data included in CBE. |
| Fax: | No data included in CBE. |
| Email address: | No data included in CBE. |
| Web Address: | No data included in CBE. |
| Entity type: | Legal person |
| Legal form: | Non-profit organisation Since September 6, 1999 |
| Number of establishment units (EU): | 0 |

Functions

There are 6 legal functions for this entity. [Hide the legal functions.](#)

| | | |
|--------------|--------------------|------------------------|
| Board member | FREEMAN , JAMES | Since January 31, 2015 |
| Board member | MALDINEY , ERIC | Since February 4, 2017 |
| Board member | NORDQVIST , MARIA | Since February 1, 2014 |
| Board member | SKORIX , MATUS | Since February 9, 2019 |
| Board member | WILLIGERS , ADOLPH | Since January 31, 2015 |
| Board member | ZEE , ANNA | Since February 1, 2014 |

Proof of professional skills and basic knowledge of enterprise governance

No data included in CBE.

Characteristics

No data included in CBE.

Licences

No data included in CBE.

Financial information

| | |
|-------------------------|-------------|
| Annual assembly | March |
| End date financial year | 31 December |

Links between entities


No data included in CBE.



MOD 2.2

Volet B

**Copie à publier aux annexes du Moniteur belge
après dépôt de l'acte**

| | | |
|--|----------------|-------------------------|
|  *19096780* | MONITEUR BELGE | Déposé / Reçu le |
| | 10-07-2018 | 19 JUIN 2019 |
| BELGISCH STAATSBLAAD au greffe du tribunal de l'entreprise francophone de Bruxelles | | |
| N° d'entreprise : 0469.042.609 | | |
| Dénomination | | |
| (en entier) : Federation of European Motorcyclists' Associations | | |
| (en abrégé) : FEMA | | |
| Forme juridique : ASBL | | |
| Siège : De Meeûssquare 18, 1050 Elsene | | |
| Objet de l'acte : nomination | | |
| L'assemblée générale en date du 09/02/2019 prends la décision suivant : | | |
| 1. nomination | | |
| * SKORIK, Matús, | | |
| Tcheque, | | |
| Pour l'asbl F.E.M.A. | | |
| Zee Anna | | |
| Président | | |

Mentionner sur la dernière page du Volet B : **Au recto** : Nom et qualité du notaire instrumentant ou de la personne ou des personnes ayant pouvoir de représenter l'association, la fondation ou l'organisme à l'égard des tiers
Au verso : Nom et signature

Annex 3. Financial statement



FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

FINANCIAL STATEMENTS

FOR THE PERIOD

1 JANUARY 2019 TO 31 DECEMBER 2019

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

FINANCIAL STATEMENTS

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| Notes to Income and Expenditure Accounts | 6, 7, 8, 9,10. |

FEDERATION OF EUROPEAN MOTORCYCLISTS ASSOCIATIONS ASBL

STATEMENT OF THE FEMA COMMITTEE'S RESPONSIBILITIES

FOR THE PERIOD 1 JANUARY 2019 TO 31 DECEMBER 2019

Under the Constitution of the Federation, the FEMA Committee is required to prepare accounts of the Federation for each financial period which give a true and fair view of the state of the Federation's affairs and of the income and expenditure for that period.

In preparing accounts the FEMA Committee is required to:

Select suitable accounting policies
and then apply them consistently;

Make judgements and estimates that
are reasonable and prudent;

Prepare the accounts on the going concern
basis unless it is inappropriate to presume
that the Federation will continue in business.

The FEMA Committee is responsible for keeping accounting records which disclose, with reasonable accuracy at any time, the financial position of the Federation and enable them to ensure that the accounts comply with the Constitution of the Federation and other existing laws. They are also responsible for safeguarding the assets of the Federation and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

BALANCE SHEET AS AT 31 DECEMBER 2019

| | Note | 2019 Euro | 2018 Euro |
|---|------|--------------|--------------|
| <u>Fixed Assets</u> | | | |
| Tangible assets | 1 | 827,87 | 303,70 |
| | | ----- | ----- |
| | | 827,87 | 0,00 |
| | | ----- | ----- |
| <u>Current Assets</u> | 2 | | |
| Debtors and Prepayments | | 2.428,15 | 1.968,86 |
| Cash at Bank and in Hand | | 414.328,82 | 409.934,92 |
| | | ----- | ----- |
| | | 416.756,97 | 411.903,78 |
| | | ----- | ----- |
| <u>Creditors: (Amounts falling)</u> due within one year) | 3 | 0,00 | 1.089,00 |
| | | ----- | ----- |
| | | 0,00 | 1.089,00 |
| | | ----- | ----- |
| Net Current Assets | | 417.584,84 | 411.118,48 |
| | | ----- | ----- |
| TOTAL ASSETS LESS CURRENT LIABILITIES | | 417.584,84 | 411.118,48 |
| | | ----- | ----- |
| Financed by: <u>Capital and Reserves:</u> | | | |
| Profit and Loss Account | 4 | 417.584,84 | 411.118,48 |
| | | ===== | ===== |

These Financial Statements were approved by the Committee of
the Federation of European Motorcyclists' Associations at its meeting on June 2020

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO BALANCE SHEET AS AT 31 DECEMBER 2019

| | 2019 Euro | 2018 Euro |
|---|--------------|--------------|
| 1. <u>Fixed Assets</u> | | |
| Tangible Assets (stated at written-down value): | | |
| Office equipment | 827,87 | 303,70 |
| | ----- | ----- |
| | 827,87 | 303,70 |
| 2. <u>Current Assets</u> | | |
| Debtors and Prepayments: | | |
| Debtors | 2.061,44 | 1.543,96 |
| Prepayments | 319,50 | 258,60 |
| Deferred charges | 47,21 | 0,00 |
| | ----- | ----- |
| | 2.428,15 | 1.968,86 |
| | ===== | ===== |
| Cash at bank and in Hand | | |
| Belfius BE79 0682 1294 4733 | 156.981,75 | 153.901,32 |
| Belfius BE70 0882 3889 4625 | 256.021,65 | 255.864,18 |
| Dexia Savings Account | 0,00 | 0,00 |
| Belfius BE37 0682 3632 1228 | 23,07 | 72,87 |
| Payroll | 1.302,35 | 96,55 |
| | ----- | ----- |
| | 414.328,82 | 409.934,92 |
| | ===== | ===== |
| 3. <u>Creditors</u> (Amounts falling due within one year) | | |
| Expense creditors | 0,00 | 1.089,00 |
| | ----- | ----- |
| | 0,00 | 1.089,00 |
| | ===== | ===== |

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO BALANCE SHEET (CONTINUED) AS AT 31 DECEMBER 2019)

| | 2019 Euro | 2018 Euro |
|--|--------------|--------------|
| 4. Profit and Loss Account | | |
| Income | 155.373,59 | 150.095,62 |
| Other Income | 165,30 | 861,89 |
| | ----- | ----- |
| | 155.538,89 | 150.957,51 |
| | ===== | ===== |
| DEDUCT: | | |
| Outgoings and Charges: | | |
| Operating expenses | 14.035,48 | 15.348,44 |
| Establishment costs | 3.492,98 | 5.735,89 |
| Employment costs | 116.513,90 | 123.623,82 |
| Administration costs | 7.367,98 | 2.111,18 |
| Professional services | 5.125,44 | 2.033,95 |
| Depreciation | 309,71 | 101,23 |
| Financial charges | 227,04 | 260,08 |
| | ----- | ----- |
| | 147.072,53 | 149.214,59 |
| | ===== | ===== |
| OPERATING PROFIT/(LOSS) | 8.466,36 | 1.742,92 |
| Less: Other Expenditure | 2.000,00 | 342,23 |
| | ----- | ----- |
| PROFIT/(LOSS) ON ORDINARY ACTIVITIES FOR THE PERIOD | 6.466,36 | 1.400,69 |
| RETAINED PROFIT/(LOSS) BROUGHT FORWARD | 411.118,48 | 409.717,79 |
| | ----- | ----- |
| RETAINED PROFIT/(LOSS) CARRIED FORWARD | 417.584,84 | 411.118,48 |
| | ===== | ===== |

Continuing Operations

None of the Federation's activities were acquired or discontinued during the above financial period. All amounts relate to continuous activities.

Total Recognised Gains and Losses

The Federation has no recognised gains or losses other than the profit or loss for the above financial period.

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

INCOME AND EXPENDITURE ACCOUNTS

FOR THE PERIOD 1 JANUARY TO 31 DECEMBER 2019

| | Note | 2019 Euro | 2018 Euro |
|---|------|--------------|--------------|
| Income | 9 | 155.373,59 | 150.095,62 |
| Other income | 10 | 165,30 | 861,89 |
| | | ----- | ----- |
| TOTAL INCOME | | 155.538,89 | 150.957,51 |
| | | ===== | ===== |
| DEDUCT: | | | |
| Overheads and Outgoings: | | | |
| Operating expenses | 11 | 14.035,48 | 15.348,44 |
| Establishment costs | 12 | 3.492,98 | 5.735,89 |
| Employment costs | 13 | 116.513,90 | 123.623,82 |
| Administration costs | 14 | 7.367,98 | 2.111,18 |
| Professional services | 15 | 5.125,44 | 2.033,95 |
| Depreciation and write-offs | 16 | 309,71 | 101,23 |
| Financial charges | 17 | 227,04 | 260,08 |
| Other expenditure | 18 | 2.000,00 | 342,23 |
| | | ----- | ----- |
| TOTAL EXPENDITURE | | 149.072,53 | 149.556,82 |
| | | ===== | ===== |
| EXCESS OF INCOME OVER EXPENDITURE (EXPENDITURE OVER INCOME)FOR THE PERIOD | | | |
| | | 6.466,36 | 1.400,69 |
| | | ===== | ===== |

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO THE INCOME AND EXPENDITURE ACCOUNTS

FOR THE PERIOD ENDED 31 DECEMBER 2019

5. Accounting Convention

These accounts have been prepared under the historical cost convention whereby items are recorded at the dates when assets were acquired, the liabilities were incurred or the capital obtained.

6. Accounting Policies

(a) The financial statements have been prepared in accordance with the fundamental accounting concepts.

(b) Depreciation:

Depreciation is calculated so as to write-off the full cost of tangible fixed assets over their expected useful lives at the following rates:

| | |
|-----------------------|-------|
| Office equipment | @ 25% |
| | @ 33% |
| Fixtures and fittings | @ 20% |

(c) Products stock:

Stocks are valued at the lower of cost and net realisable value, after making due allowance for obsolete, slow moving and lost items.

7. Foreign Currency Transactions

Transactions in foreign currencies are translated into Euros at the exchange rate ruling at the date of the transaction.

Exchange differences arising on the transactions of foreign currencies are charged/credited to the profit and loss account.

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO THE INCOME AND EXPENDITURE ACCOUNTS (CONTINUED)

FOR THE PERIOD ENDED 31 DECEMBER 2019

| | 2019 Euro | 2018 Euro |
|-------------------------------------|--------------|--------------|
| 8. <u>Income</u> | | |
| Affiliation fees | 143.939,60 | 143.737,66 |
| Donations | 2.204,90 | 2.193,33 |
| Sponsorship | 0,00 | 1.125,50 |
| Product sales | 1.560,11 | 1.495,17 |
| Services | 7.668,98 | 1.543,96 |
| | ----- | ----- |
| | 155.373,59 | 150.095,62 |
| | ===== | ===== |
| 9. Other Income | | |
| Insurance compensation | 0,00 | 687,76 |
| Interest received | 163,53 | 110,44 |
| Other income | 1,77 | 63,69 |
| | ----- | ----- |
| | 165,30 | 861,89 |
| | ===== | ===== |
| 10. Operating Expenses | | |
| Travel costs | 0,00 | 136,50 |
| Hotels, meals, conference fees | 12.731,17 | 12.694,99 |
| Printed material, adverts & inserts | 1.304,31 | 1.052,37 |
| Education and trainings | 0,00 | 1.464,58 |
| | ----- | ----- |
| | 14.035,48 | 15.348,44 |
| | ===== | ===== |

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO THE INCOME AND EXPENDITURE ACCOUNTS (CONTINUED)

FOR THE PERIOD ENDED 31 DECEMBER 2019

| | 2019 Euro | 2018 Euro |
|---|--------------|--------------|
| 11. <u>Establishment Expenses</u> | | |
| Rent and Rates | 2.973,00 | 880,00 |
| Insurances | 45,60 | 0,00 |
| IT charges | 415,41 | 4.742,17 |
| Other establishment expenses | 58,97 | 113,72 |
| | ----- | ----- |
| | 3.492,98 | 5.735,89 |
| | ===== | ===== |
| 12. <u>Employment costs</u> | | |
| General Secretary | 48.915,95 | 51.677,81 |
| Administration Officer | 48.915,95 | 51.677,81 |
| Social security contribution | 18.682,00 | 20.268,20 |
| | ----- | ----- |
| | 116.513,90 | 123.623,82 |
| | ===== | ===== |

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO THE INCOME AND EXPENDITURE ACCOUNTS (CONTINUED)

FOR THE PERIOD ENDED 31 DECEMBER 2019

| | 2019 Euro | 2018 Euro |
|---|--------------|--------------|
| 13. <u>Administrative costs</u> | | |
| Telephone, fax and Internet | 2.127,36 | 1.407,11 |
| Carriage and office supplies | 5.240,62 | 704,07 |
| | ----- | ----- |
| | 7.367,98 | 2.111,18 |
| | ===== | ===== |
| 14. <u>Professional services</u> | | |
| Accounting and auditing | 5.125,44 | 1.933,95 |
| Consultants' services | 0,00 | 100,00 |
| | ----- | ----- |
| | 5.125,44 | 2.033,95 |
| | ===== | ===== |
| 15. <u>Depreciation and Write-Offs</u> | | |
| Software | 0,00 | 0,00 |
| Office equipment | 309,71 | 101,23 |
| Fixtures and fittings | 0,00 | 0,00 |
| Products stock | 0,00 | 0,00 |
| Provisions overheads | 0,00 | 0,00 |
| Exceptional write-offs | 0,00 | 0,00 |
| | ----- | ----- |
| | 309,71 | 101,23 |
| | ===== | ===== |
| 16. <u>Financial Charges</u> | | |
| Bank charges | 227,04 | 178,42 |
| Default interests | 0,00 | 81,66 |
| | ----- | ----- |
| | 227,04 | 260,08 |
| | ===== | ===== |

FEDERATION OF EUROPEAN MOTORCYCLISTS' ASSOCIATIONS ASBL

NOTES TO THE INCOME AND EXPENDITURE ACCOUNTS (CONTINUED)

FOR THE PERIOD ENDED 31 DECEMBER 2019

17. Other Expenditure

| | | |
|---------------------------|----------|--------|
| Various penalties & fines | 2.000,00 | 342,23 |
| | ----- | ----- |
| | 2.000,00 | 342,23 |
| | ===== | ===== |