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Mr. Robin Lang
Chief
Emissions Certification and Compliance Division
California Air Resources Board
1001 I St.
Sacramento, California 95814

RE: Proposed Amendments to On-Road Motorcycle Emission Standards and Test Procedures (***updated since previous submission on Jan. 16, 2024***)

On behalf of the more than 21,000 California members of the American Motorcyclist Association and the millions of other riders throughout the nation, we offer the following comments concerning the proposed amendments to on-road motorcycle emission standards and test procedures currently under consideration. However, this document shall not preclude any of our individual members, chartered clubs or district organizations from submitting their own additional comments.

Founded in 1924, the AMA is the premier advocate of the motorcycling community. We represent the interests of millions of on- and off-highway motorcyclists. Our mission is to promote the motorcycling lifestyle and protect the future of motorcycling.

The AMA appreciates the ongoing public outreach by Air Resources staff during this rule-making process. We encourage staff members to continue to work with—and identify positive incentives for—manufacturers to pursue the development and use of new technologies, rather than simply requiring specific equipment or techniques to meet any new proposed standards.

Since our previously submitted comments in January of 2024 a number of developments have occurred that must be considered before these amendments are finalized. Specifically, all indications are that the economy, both at the state as well as federal and even global level, has entered a period of slowing sales and resulting consumer caution. As indicated by previous declines, sales of powersports vehicles are often significantly affected by any economic uncertainty as consumers pull back and delay or simply choose not to make durable goods purchases. Sustained higher interest rates are having a serious impact on sales and increased costs associated with any new

mandates could truly be the end of the very manufacturers that CARB is depending on to lead the way with new innovations and technologies.

Recently released industry sales figures for the 2nd quarter of 2024 confirm this is already well underway. Specifically, the announcement that Energica, one of the largest and oldest electric motorcycle manufacturers, has filed for bankruptcy only confirms that fully electric motorcycles are still struggling to prove themselves as a viable alternative to traditional internal combustion powered models. Coupled with a still inadequate charging network, lack of model types and poor resale, the need to delay or abandon any mandate that a significant percentage of new motorcycles sales be required to be electric is premature.

eBikes, small scooters and similar urban mobility devices could provide a good alternative strategy for dealing with reductions in emissions and lowered demands on overburdened urban infrastructure. Incentives, rather than mandates, should be investigated. Swapable standardized batteries, faster charging and longer range models will all be critical to addressing consumer concerns.

California continues to be the epicenter of the nation and, quite possibly, the world, for countless motorcycle related businesses, manufacturers and parts suppliers. Equally important, numerous businesses statewide provide the installation of accessories and service for these vehicles, and it is critical that any new rules governing the sale and use of on-road motorcycles and related accessories identify address the real potential for significant economic and safety related consequences.

Equally important, while emissions are regularly measured on an individual, per mile basis, this proposal must give equal consideration to the effect the use of motorcycles has on the entire “fleet” of vehicles, and not just on the individual/micro level. The positive effect the use of motorcycles has on the fleet average speed, and therefore the overall emissions footprint, must be recognized and quantified as part of any new regulatory proposal.

The average annual vehicle miles traveled by motorcycles pales in comparison to automobiles, and as such their contribution to overall emissions should reflect this reality and not be exaggerated in order to justify onerous and costly restrictions. Motorcycles use less raw materials to produce, are lighter, have a smaller footprint, better average MPG and significantly reduced impact on our aging transportation infrastructure.

A recent study in Belgium (tmleuven.be/en/project/motorcyclesandcommuting) concluded that a modal shift towards motorcycles resulted in reduced traffic congestion for everyone and overall travel times were significantly shorter. In summary, the study determined that if 10% of all private cars were replaced by motorcycles, the total time loss due to congestion for all vehicles decreases by 40%. The study also reported that total emissions would be reduced significantly if 10% of private cars were replaced by motorcycles.

Likewise, the increasing availability of non-traditional Internal Combustion Engine (ICE) powered motorcycles, as well as recently announced hydrogen fueled and hybrid motorcycles, should be considered as part of a holistic approach to these new regulations. The sale of these bikes creates opportunities for fleet average programs, where manufacturers are credited for the sale of these low or zero emissions vehicles and allowed to offset traditional ICE powered motorcycles.

To address these concerns, we respectfully suggest the following issues are addressed prior to any proposals being advanced to the Air Resources Board for consideration.

- The proposed regulation change is not in direct harmony with the ECE requirements. This is problematic as the California vehicles will need to conform and to test to both standards, utilizing different fuels. "California Specification" gasoline (Page 8 # C).
- Dual multi-level testing adds significant cost and time to the California market certification process. The result in non-harmony will probably be fewer models available in California, thus impacting local businesses.
- Small displacement ICE vehicles are proposed to be prohibited from being sold in California. (Page 9 # I), thus impacting retailers and potentially eliminating appropriately sized options for younger riders, thus creating potential safety issues.
- Manufacturers are burdened with compliance with ECE requirements and providing information with this aspect for California certification, thus further limiting vehicle availability in a timely manner within California. (PG 9 #G).
- The mandated addition of OBD adds cost and complexity to the vehicles, adds a significant cost burden to motorcycle dealers and other repair locations, resulting in increased prices for maintenance and repairs to consumers. Diagnostic equipment costs are one consideration, however the training of technicians on the use of diagnostic equipment places a severe on-going burden on businesses where retaining technical and administrative staff is very challenging.
- With the advanced monitoring systems potentially displaying vehicle fault codes, dealers and service locations will have the additional burden of diagnostic time, record keeping and warranty reporting to the manufacturers. Reimbursement time for warranty service claims places a burden upon the financial resources of independent businesses and adds significant responsibilities at the OEM level.
- The potential for implementing a reduced speed mode "Limp Mode" is very dangerous to motorcyclists and should not be considered. If this is a consideration, NHTSA official correspondence is needed.

- CARB has not disclosed the projected emissions reduction from this proposal, nor have they identified the associated costs. It is very difficult to measure the effect of any new regulations without this critical information.
- The proposed regulation represents a significant ongoing economic hardship to businesses with unknown extensive costs to the citizens of California with minimal and non-disclosed environmental impacts.

Thank you in advance for considering our comments on behalf of our California membership and riders everywhere. We remain optimistic that a mutually acceptable solution can be identified and welcome the opportunity to continue a dialog with staff and other interested stakeholders.

Sincerely,

A handwritten signature in dark ink, appearing to read "Nick Haris", written in a cursive style.

Nicholas Haris
Director of State Affairs