

Information Needed for Support of the Aftermarket Motorcycle Parts Board Item

The Air Resources Board would like the following questions answered by the industry associations and the individual motorcycle part manufacturers. Information generated from these questions will be used to provide costs and economic impact estimates for the board item.

1. What is the total number of impacted businesses? How many are based in California?
2. What percentage of these businesses are small businesses (i.e., have fewer than 250 employees or have gross receipts of less than \$2 million annually)?
3. As a whole, what is the estimated annual economic impact that the aftermarket critical emission control components for motorcycles has in California (and nationwide) in terms of sales? What about the aftermarket motorcycle exhaust industry in particular?
4. How many jobs would be created or eliminated as a result of this regulation?
5. Would the regulation affect the ability of California businesses to compete with other states by making it more costly to produce their products?
6. How much would the regulation monetarily cost impacted businesses over its lifetime? (This is the initial cost plus ongoing costs for the next five years, the default lifetime of a typical regulation). How did you determine these costs? What would these costs translate to in terms of incremental price increases to the consumers?
7. What would be the economic impact expected to be experienced by impacted businesses if they are not allowed to replace stock critical emission control components (like catalytic converters) on motorcycles within the first four years of their life? (i.e., no action is taken.) Please estimate both direct and indirect costs related to capital, operation and maintenance, and lost business opportunities. Also explain the methodology used to determine these costs.
8. What percentage of California motorcycles do you estimate are modified with aftermarket add-on or modified parts within the first four years of ownership?
9. What effects would the proposed regulation have on your existing operating practices and what modifications, if any, will be needed as a result?
10. What are the annual costs associated with any proposed reporting requirements (e.g., quality audit, in-use testing/reporting, etc.)?

11. What is the total number of motorcycle exhaust systems produced and sold by impacted businesses annually?
12. What is the average cost of a current aftermarket exhaust system considering an impacted business' overall product line? Is there a significant difference in prices charged between the major companies and the smaller businesses?
13. Do the impacted businesses solely produce motorcycle exhaust systems, or are their product lines more diversified (e.g., produces other motorcycle aftermarket parts; produces parts for other vehicle categories, etc.)?
14. What percentage of an impacted business' overall sales of motorcycle exhaust systems are expected to occur in California?
15. What are the typical age and income demographics associated with a purchaser of an impacted business' motorcycle exhaust systems? And what are the types of motorcycles (e.g., touring/cruiser, sport, choppers, scooters, etc.) that are expected to undergo the type of modification described in the regulatory proposal, both now and in the future?
16. How many authorized dealers and/or service locations does each impacted business have in California? What are the required terms and conditions associated with becoming an authorized dealer or service location?

Please submit answers through e-mail to Mr. Dean Hermano at dhermano@arb.ca.gov, or mail to:

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