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**NEWS & NOTES**

American Motorcyclist Association

**November 2006**

**The American Motorcyclist Association (AMA)** is hosting a Washington, DC Ride Into Political Action seminar for motorcyclists who want to learn how to influence governmental decisions, whether in Congress or in their local communities.

The seminar, to be held February 24-27, 2007 at the Phoenix Park Hotel in Washington, DC, allows participants to meet and learn from the AMA's Washington staff as well as other political experts. Besides learning about state and federal issues facing motorcyclists today, participants will get tips on building relationships with government agency officials and on lobbying elected officials. The instructors will also prepare participants to meet face-to-face with members of their own congressional delegations.

A registration form is available in the American Motorcyclist magazine or by contacting Sharon Smolinka at the address below. Mail the completed form to AMA, 13515 Yarmouth Drive, Pickerington, OH 43147. For more information, contact Sharon Smolinka at (614) 856-1900, ext. 1252 or by e-mail at [ssmolinka@ama-cycle.org](mailto:ssmolinka@ama-cycle.org).

**The World Health Organization (WHO)** is intensifying efforts to support governments, particularly those in low-income and middle-income countries, to increase compulsory helmet use through a new publication, Helmets: A Road Safety Manual for Decision-Makers and Practitioners.

The manual is a follow-up to the World report on road traffic injury prevention, published in 2004 by WHO and the World Bank, which provided evidence that establishing and enforcing mandatory helmet use is an effective intervention for reducing injuries and fatalities among two-wheeler users.

The manual had been produced under the auspices of the UN road safety collaboration, in collaboration with the Global Road Safety Partnership, the FIA Foundation for the Automobile and Society, and the World Bank, as one of a series of documents that aim to provide practical advice on implementing the recommendations of the World Report.

The manual could be implemented in a number of countries over the next two years, starting in the ASEAN region through the Global Road Safety Partnership's GRSI initiative, but extending to cover countries from Africa, Latin America and the Middle East.

In addition to the publication of this manual, WHO has also established a network of experts working to increase helmet use, and supports helmet programs directly in its country work on road safety. WHO says helmet use should be a high priority for national public health systems.

**Europe's** third driving license directive adoption, without amendments, was proposed at the last meeting of the Transport Committee of the European Parliament. The Federation of European Motorcyclists Associations (FEMA) opposes this action and calls for a full second reading as normally provided for within the co-decision procedure.

FEMA is particularly concerned by this attempt to bypass the full normal 2nd reading, as provided

for within the co-decision procedure. The motorcycle provisions claim to improve motorcycle safety, but will do little in this sense. FEMA argues that the new scheme would only complicate and increase the cost of motorcycle licensing, indeed having the opposite effect by making it more difficult to obtain the necessary skills and experience in a progressive way and therefore opting to wait and directly access full-powered motorcycles. The iniquitous side effect of these provisions would be actually to reduce motorcycle accidents by preventing people from taking up motorcycling! FEMA rejects this approach which is considered to be discriminatory and inconsistent with the principles of the European Union.

FEMA argues that the position of the Council of Ministers reached in March makes a mockery of the objective of a harmonized approach and that the only purpose of the Council's amendments will be to satisfy the Member States' sense of identity.

FEMA believes that there is still time to improve the current version of the draft directive and calls for Members of the European Parliament to ensure that the text goes through a full second reading process.

**The American Motorcyclist Association (AMA)** Vice President for Government Relations Edward Moreland has been named to the newly created Motorcyclist Advisory Council to the Federal Highway Administration.

The ten-member council, established by the federal transportation bill passed last year, will advise the Secretary of Transportation on infrastructure issues of concern to motorcyclists, such as the design, construction and maintenance of roads and barriers, as well as on the implementation of intelligent transportation system technology.

Joining Moreland on the council are: Jeff Hennie, Vice President for Government Relations, Motorcycle Riders Foundation, which was instrumental in the council's formation; Ken Kiphart, Chairperson and a member of the Executive Committee of the National Association of State Motorcycle State Administrators and Administrator of the Nevada Department of Public Safety; Darrel Killion, State Coordinator for ABATE of South Dakota; Steven Zimmer, State Executive Director, ABATE of Ohio; Gerald Salontai, President and CEO of Kleinfelder, Inc.; Robert McClune, Executive Vice President and General Manager of North American Potters Industries; Kathy Van Kleeck, Vice President for Government Relations, Motorcycle Safety Foundation; Mark Bloschock, Manager, Special Projects Branch, Texas Department of Transportation; and Donald Vaughn, Chief Engineer/Deputy Director of Operations, Alabama Department of Transportation.

Moreland was recommended to the Motorcyclist Advisory Council by U.S. Senator James Inhofe (Ok), and by US Reps Sherwood Boehlert (NY), Peter DeFazio (OR), Sam Graves (MO) and Thomas Petri (WI), as well as by Harley-Davidson Motor Company and the AMA.

The Motorcyclist Advisory Council to the Federal Highway Administration will hold its first meeting on October 24 in Washington, DC. To view the Federal Register announcement on this topic, visit <http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/E6-16516.htm>.

**California** has enacted a law supporting the goals of the AMA's "Justice for All" campaign. California SB-1021, which was signed into law by Governor Arnold Schwarzenegger on September 30, imposes additional fines when a motorist is convicted of a traffic offense that causes "bodily injury" or "serious bodily injury" to another person. The new law also mandates that the California Driver's Handbook and the curriculum of traffic-violator schools include information about "respecting the right-

of-way of others, particularly pedestrians, bicycle riders, and motorcycle riders." The bill becomes effective January 1, 2007.

The AMA recognizes the legislative leadership shown by bill sponsor Senator Debra Bowen (D-28) and co-sponsor Assembly Member Bonnie Garcia (R-80), along with the activism of ABATE of California, in achieving this victory.

California joins 15 other states in passing legislation that supports the goals of Justice for All: Arkansas, Georgia, Iowa, Louisiana, Maine, Missouri, New Hampshire, New York, North Carolina, Oklahoma, Pennsylvania, Virginia, Washington, West Virginia, and Wisconsin. For more information about the AMA's Justice for All campaign, visit [www.AMADirectlink.com/justice](http://www.AMADirectlink.com/justice).

**The American Motorcyclist Association (AMA)** has announced the release of a new video public-service announcement that reminds motorists to watch for motorcycles when they drive.

The 30-second PSA -- which also is available in 20- and 10-second versions -- depicts a distracted driver's near-collision with a passing motorcyclist who, as the driver learns later that day, is his dentist.

Produced by SOS Video Communications of Columbus, Ohio, the PSA is intended for free distribution to television networks and local stations nationwide. Interior scenes were recorded at the dental offices of AMA member Dr. Doug Kowalczyk, and AMA Life Member Colter Rule contributed his well-known voice to the project.

The new video PSA, along with three radio PSAs released earlier this year, is available for download in the "Rights Resources" section of the AMA's website at <http://www.amadirectlink.com/legisltn/resources.asp>. The AMA offers other valuable information for new and experienced riders in the "Rider Resources" and "New Rider" sections of [AMADirectlink.com](http://AMADirectlink.com), and at [RideStraight.com](http://RideStraight.com).

**AMA** Vice President for Government Relations Edward Moreland met with Nicole Nason, NHTSA Administrator recently to welcome her to that role, which she assumed on May 31, 2006.

Nason, whose father was a motorcycle patrol officer in Long Island, New York, expressed her concern about the rising number of motorcycling fatalities and her desire to work with the AMA to help reduce those fatalities. She also conveyed the importance that motorcycle safety has to new Secretary of Transportation Mary Peters, a motorcyclist herself.

Moreland outlined the AMA's positions and described its work in the area of motorcycle safety -- spearheading the efforts to fund a comprehensive crash study, the AMA-NHTSA partnership on the award-winning "Ride Straight" program, the new series of AMA-produced radio and television PSAs, and the Association's advocacy for more available and affordable rider education.

**The European Union (EU)** consultation proposal to impose Daytime Running Lights (DRL) requirements for all vehicles is desperate gimmickry says The Motorcycle Action Group (MAG) United Kingdom.

Having scrutinized available statistical evidence on the subject MAG recognizes the reservations expressed by those carrying out that research, that there is no clear evidence that daytime lights will make a bit of difference. MAG is concerned that the European Commission has chosen to ignore the reservations expressed by the very people tasked with making these assessments.

MAG is concerned on several levels including: 1. This false panacea is being given credibility

because it provides the car industry with a cheap alternative to the pedestrian impact standards for car construction that had been proposed by Brussels. 2. Focusing attention on this 'Red Herring' distracts attention from the real causes of accidents between cars and vulnerable targets such as motorcyclists, cyclists and pedestrians. 3. The proposal ignores the environmental damage that extra CO2 emissions will cause through increased fuel consumption. This is a certainty, while the claimed benefits of DRL are entirely speculative.

**The American Motorcyclist Association (AMA)** reminds you that the all important mid-term elections are happening this month and despite the rhetoric, negative advertising, and other electioneering that seems endless – it is imperative that all motorcyclists exercise their right to vote. Close, contested elections in Florida in 2000 and in Ohio in 2004 highlighted the specific need for each and every person to vote for pro-motorcycling officials from your local city council, to your county commissioners all the way to the members of the US Congress. The future of motorcycling is in your hands and the AMA sincerely hopes you will join us on November 7, 2006 in the voting booth protecting your right to ride.

**The California Air Resources Board (CARB)** officials are seeking to expand the state's vehicle inspection and maintenance (I/M) program in part by subjecting high-mileage vehicles to annual inspections and including motorcycles for the first time. The proposal, included in a draft state plan to achieve federal pollution standards, may draw opposition from some stakeholder organizations, including the motorcycle industry and motorist associations.

The Motorcycle Industry Council said it is too early to comment on the draft proposal because member companies have not yet reviewed the draft plan.

In a separate proposed rule, CARB intends to tighten new motorcycle exhaust and evaporative emissions standards by 50 percent beginning with the 2013 model year.

Some of the other key draft CARB SIP rules to reduce mobile source emissions include: targeting out-of-state trucks, which account for about 25 percent of truck emissions in California; expanding the diesel truck inspection and maintenance program; requiring tug boats and other marine vessels to use shore-based electrical power when idling or docking at ports; requiring ships to use low-sulfur diesel fuel within 24 miles of shore; establishing emission limits for construction equipment fleets; and setting zero-emission equipment mandates and lower fleet-average emissions for airport ground service equipment.

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AMA Government Relations *News & Notes* is a monthly service compiled and edited by the AMA Government Relations Staff to keep motorcyclists informed of happenings around the world. We welcome your news & views. Please submit all material to Terry Lee Cook, Grassroots Manager, 13515 Yarmouth Drive, Pickerington, OH 43147; fax 614-856-1920 or e-mail to [tcook@ama-cycle.org](mailto:tcook@ama-cycle.org).