



Newsletter Update

VANCOUVER PARKING

It was a good day at BCCOM headquarters when this motion was read but as you will see further into the newsletter it was short lived.

MOTION

Scooter and Motorcycle on-street parking

WHEREAS the City of Vancouver should do everything in its power to encourage its residents to use environmentally friendly modes of transportation; and

WHEREAS Canada is committed to the Kyoto Protocol; and

WHEREAS Vancouver residents are being urged to do their part in the federal government's One-Tonne Challenge (Canada to reduce its annual greenhouse gas emissions by one tonne); and

WHEREAS the Greenest City Initiative mandate includes reducing pollution, improving transportation and its action plan will identify best practices from leading cities around the world; and

WHEREAS there are greater than 26000 motorcycles and scooters in Vancouver and the rate of growth for usage has been 5 times that of passenger vehicles in BC over the last 5 years; and

WHEREAS motorized scooters use up to 90 percent less gasoline than passenger cars and trucks, and motorcycles use less fuel than cars and trucks; and

WHEREAS scooters and motorcycles are significantly smaller than cars and trucks (often carrying the same number of passengers), use far less road space, thus reduce congestion and gridlock; and

WHEREAS scooters and motorcycles are significantly lighter than other vehicles, thus cause less wear and tear on roadways and thereby leave a small footprint; and

WHEREAS scooters and motorcycles regularly encounter problems when currently parking because other vehicle operators often do not see the cycles thus damaging them which incurs increased costs for all insurance ratepayers; and

WHEREAS there is very little on-street parking available on Vancouver roadways, forcing motorized cycle operators to find innovative solutions which are often illegal and sometimes dangerous; and

WHEREAS most tourist destinations worldwide facilitate scooter and motorcycles transportation; and

WHEREAS best practices in neighboring cities with similar transportation challenges to Vancouver's (including San Francisco, Portland and Toronto) all have established free and abundant parking to encourage and accommodate scooter and motorcycle use;

THEREFORE BE IT RESOLVED

THAT Vancouver City Council request Parking and Engineering staff to initiate a revenue neutral change to present bylaws to free up street parking by designating free of charge parking for motorized scooters and motorcycles in all 6 meter spaces between pedestrian crosswalks and auto parking AFTER intersections.

STAFF RECOMMENDATIONS TO MOTION

From: Kent, Andrew
[mailto:Andrew.Kent@vancouver.ca]
Sent: November 5, 2009 11:19 AM
To: Kent, Andrew
Subject: Motorcycle and Scooter Parking in Vancouver

Hello,

Thank you for your interest regarding motorcycle and scooter parking in Vancouver. Currently the City of Vancouver has 42 metered spaces dedicated to motorcycle and scooter drivers. Several of the City's parking facilities (Easypark) also provide scooter and motorcycle parking at a reduced rate.

For Council's consideration staff are currently reviewing options to expand motorcycle and scooter parking opportunities and would like your feedback on the following options:

1. Create Free Parking Areas for Peddle Assisted Scooters, Limited Speed Motorcycles / Scooters and Zero Emission Scooters

Staff would install a painted area, signage and a stencil within streets' far side corner clearances (the areas between the crosswalk and the last metered parking spot) and allow peddle assisted scooter drivers, limited speed (less than 50cc) motorcycle/scooter drivers and zero emission scooter drivers to park within them for free.

2. Reduce Parking Meter Rates and Allow Multiple Vehicles Per Spot

Staff would allow all scooter and motorcycle drivers parked at a meter to pay 50% of the existing rate if they utilize the City's pay-by-phone system and allow multiple scooter and motorcycle drivers to park within each metered spot.

While there are other variations to these options, we want to ensure that any new regulations are easy to understand and are consistent with the City's transportation policies.

If you do not wish to be contacted again in this regard please let us know.

Yours truly,
Andrew Kent

Projects | Engineering Services
City of Vancouver
email: andrew.kent@vancouver.ca

Dear BCCOM Members,

Well it appears now is the time that counts! The first letters were to support the motion and now that staff has come out with recommendations it is time to write and give reasons as to why it does not please the people that reside in Vancouver who ride motorcycles. There a hundreds of reasons why parking should be accepted but I guess each individual needs to come up with reasoning they can stand behind.

Staff will be putting these recommendations in the local Vancouver papers asking for public comment so we need to get as much input in as possible. Below is BCCOM's official response.

Dear Andrew,

Thank you for your email, I must say the B.C. Coalition of Motorcyclists is extremely disappointed with the route taken by staff. Powered two wheelers have been largely ignored in past transportation plans where as in other areas such as Toronto, Barcelona, London, San Francisco and Asia have been promoted successfully as an alternative form of transportation. These areas consider powered two wheelers as part of the solution in dealing with traffic congestion, as well as green house gas production.

There are 26,500 (2007) and 27,500 (2008) licensed and insured motorcyclists in the City of Vancouver and feelings are that with the increasing downtown congestion that the time has come for the City of Vancouver to allow on-street parking by motorcycles, mopeds and scooters to utilize the wasted "corner

clearance" spots and to encourage an alternate form of transportation that uses less fossil fuel, takes up less space on the road and uses less man made products to produce.

Staff has now taken the recommendations and designated it for electric and zero emissions bikes, which, from what has been seen downtown, park and secure their bikes to bicycle racks, lamp standards etc. and do not even wish to have them on the street for safety reasons. Also there are under 49cc scooters that are two strokes which pollute far more than larger four stroke engines. These vehicles are not licensed, registered nor do they have insurance which will make this process a nightmare to enforce.

Regarding the pay-by-phone system for larger motorcycles one must assume that everyone has a cell phone and does nothing to encourage tourists who happen to be on a motorcycle. Correct me if I am wrong but I believe the city by-laws already allow more than one vehicle per spot so that point is moot.

Clearly the trend toward the electric and zero emissions plan that the staff have come up with is driven towards eliminating emissions such as HC and the NOx which is rather ironic as there are over ¾ of a million cars in this province that at 10 years and older pollute more than a newer bike. With new car buying down and motorcycles sales increasing I'd say that would be enough to show the future.

If City Engineering, with a Mayor and Council behind them could shut a lane down on a major bridge in such a forward thinking manner I would ask that staff do more research in this area to try to bring the City of Vancouver into the fold of what many other cities and countries have already found regarding promoting motorcycling in the cities.

Please see below a paper written by Dr. Stephen Stewart of Translink regarding emissions and the trends in purchasing both automobiles and motorcycles.

Sincerely,

Adele Tompkins,
Executive Director
B.C. Coalition of Motorcyclists

Adele,

This is what I have immediately to hand. You might already have this. The obvious emissions advantage is in reducing CO2. And for new motorcycles and scooters the, the emissions of HC, CO and NOx for 2010 are about as good as what cars reached maybe 10 years ago. A new bike is certainly better all round than an old car.

Steve

Motorcycle Emissions RECENT LICENSING TRENDS

The past couple of years have seen a significant increase in the number of motorcycles licensed for use in BC. From July 2007 to July 2008, a period that saw zero growth in the light-duty vehicle fleet for the first time in decades, the number of licensed motorcycles grew by 12%. In the previous 12 months, from July 2006 to July 2007, the motorcycle fleet grew by 6% while the overall light-duty fleet continued its historical trend of around 2% growth.

To put this in context: July 2008 motorcycle numbers were 82,000, compared to an overall light-duty fleet of about 2.5 million vehicles, which is about one motorcycle out of every 30 vehicles.

The number of motorcycles in use is very seasonal, so there are always far fewer in January than in the preceding July. However this effect was much less marked this past winter, so that January 2009 actually shows a 30% increase over January 2008. In fact, 37% of the number licensed in July 2008 were licensed in January 2009. Although, this does not necessarily mean that the winter saw 37% of last summer's level of motorcycle activity and use, it does mean that over one third of the motorcycles continued to be available for use during the winter. The smaller motorcycles appear to be the ones more likely to remain licensed throughout the winter.

The growth has come from introduction of new motorcycles. The older motorcycle numbers show only a moderate trend to the decreased numbers normally expected from an aging fleet of vehicles. So, most existing motorcycles continued to be re-

licensed, while at the same time new motorcycles were added to give the 12% increase in overall numbers.

LICENSED MOTORCYCLES OF MODEL YEARS 2008 & 2009

October 31, 2008

RANK	MAUFACTURER	COUNT	% OF TOTAL
1	Harley Davidson	2409	31.5%
2	Kawasaki	1075	14.0%
3	Yamaha	976	12.7%
4	Honda	746	9.7%
5	Suzuki	728	9.5%
6	BMW	243	3.2%
7	Benzhou	183	2.4%
8	Ducati	142	1.9%
9	KTM	120	1.6%
10	Triumph	104	1.4%
11	Kymco	92	1.2%
12	Piaggio	92	1.2%
13	Aprilia	86	1.1%
14	Vespa	81	1.1%
15	Ubilt	80	1.0%
16	Buell	49	0.6%
17	Geely	47	0.6%
18	Derbi	45	0.6%
19	Keeway	37	0.5%
20	Husqvarna	36	0.5%
	TOTAL	7657	

All sizes of motorcycle have increased in numbers. But the biggest growth has been in the smaller engine sizes. For these smaller engines the numbers of each model year are about double from 2005 onwards compared to 2004 and older. For the newer motorcycles, 50% have engines of 750cc or less, 25% are 250cc or less, and 16% are only 50cc. The 50cc scooters are offered by all the Japanese manufacturers, some European manufacturers, and an increasing number of Chinese and other Asian manufacturers.

Overall, Harley Davidson accounts for almost a third of all the new motorcycles in British Columbia. It is followed by Kawasaki, Yamaha, Honda and Suzuki, all with similar shares. In 6th, 8th, 9th and 10th place are BMW, Ducati, KTM and Triumph. For each Triumph sold there are 24 Harley Davidson's. In 7th place overall is Benzhou, the Chinese scooter manufacturer. 75% of Benzhou sales are 50cc, with the remaining 25% being 150cc. Six more scooter manufacturers (Kymco, Vespa, Piaggio, Aprillia, Geely, Derbi, and Keeway) appear in the 20 most popular makes.

Motorcycles generally use much less fuel than cars or trucks, and therefore produce much less CO₂. However, new motorcycles are allowed to emit more HC, CO and NO_x, and therefore do not need to have such efficient emission control systems as are required on new cars and trucks.

NEW MOTORCYCLE EMISSION STANDARD

	CO (g/km)	HC+NO _x (g/km)
2010 MAXIMUM ALLOWABLE	12.0	0.80
2010 Triumph	3.0	0.30
2010 Ducati	1.0	0.30
2009 Harley Davidson	1.0	0.30
2009 Benzhou	0.9	0.36

From 2006 the Canadian and US federal requirements for motorcycles were brought into line with California standards that applied from 2004. The standards are set to become stricter in 2010, and the maximum allowable emissions of CO will be 12 g/km, with the maximum HC+NO_x set at 0.8 g/km. But, the intention of the new standards is not to force universal adoption of sophisticated emission controls on motorcycles. Electronic fuel injection and catalytic converters are becoming normal on larger motorcycles, but smaller motorcycles will be able to meet the standards in more affordable ways. In fact, for the smallest engines, all that is required is a switch to 4-stroke engines instead of 2-stroke. The available data shows that the 2010 standard is already being met, with ease.

Comparison with New Car and Truck Standard
Even though most new motorcycles will have emissions significantly lower than their maximum allowed, the average new car or truck continues to be significantly cleaner than these typical new motorcycles. However, there are different allowable levels of compliance with the new car and truck standards. These standards were introduced in 2004 and are known as Tier 2 standards. Tier 2 includes nine different Bins, where Bin 0 has essentially zero tailpipe emissions, with Bin 9 allowing the highest level of emissions. Each manufacturers sales have to average to the equivalent of Bin 5. If the typical new motorcycles shown in the table were all cars, then their emissions would place them in Tier 2 Bin 9. For

context: the diesel Smart car sold from 2004 to 2006 was also a Bin 9 vehicle. But placement in Bins 3, 4 or 5 is normal for most cars. Bin 9 was no longer accepted from the 2007 model year onwards.

COMPARISON WITH PREVIOUS STANDARDS AND WITH IN-USE VEHICLES

	HC (g/km)	CO (g/km)	NOx (g/km)
Pre-Tier 0 (1975-1987)	1.24	15.53	1.93
Tier 0 (1988-1995)	0.25	2.11	0.62
Tier 1 (1996-2003)	0.16	2.11	0.25

Before Tier 2 was introduced in 2004, new light duty vehicles were certified to a series of standards known as Tier 1 (1996-2003); Tier 0 (1988-1995) and Pre-Tier0 (1975-1987). As vehicles age, and accumulate mileage and defects, it is normal for their emissions performance to deteriorate, so older in-use vehicles typically emit at higher levels than was originally allowed by their certification. It is clear from the table, that the typical new motorcycles shown above have emissions performance better than the original certification requirements for older cars and trucks.

An average car uses about 10 litres of gasoline per 100km of driving, and drives about 16,000km per year, to give total annual CO2 emissions of 4 tonnes. Motorcycle fuel consumption ranges from about 6 L/100km down to less than 2 L/100km, and for the same annual kilometres driven this means about 2.4 tonnes down to 0.8 tonnes of CO2 per year. So, a replacing a car with a new motorcycle would give between 5.4 and 9.6 tonnes of CO2 reduction over 3 years.

Stephen Stewart
Senior Project Engineer AirCare Program

If you live in the city of Vancouver please email engineering and council with your opinions and insights into this hot issue.

**andrew.kent@vancouver.ca
mayorandcouncil@vancouver.ca**

Adele Tompkins

2010 MEMBERSHIPS NOW AVAILABLE!

**Call 604-580-0111 or
1-877-580-0111**

Membership form on last page.

Industry Watch

TRAFFIC INJURY RESEARCH FOUNDATION SURVEY RESULTS

By Jo-Anne Farquhar

Canadian motorcyclists are neither 'more' nor 'less' risky on the roads than other drivers according to a public opinion poll conducted in September 2008 by the Traffic Injury Research Foundation (TIRF). Riding a motorcycle was perceived as being the least risky of all road behaviors that were surveyed.

The TIRF published its June 2009 issue of Road Safety Monitor (RSM), where it reported the results of the 2008 survey that was designed to investigate motorcycle rider behaviour and public attitudes and perceptions. TIRF conducts this annual public opinion survey in order to take the pulse of the nation on key road safety issues. The Road Safety Monitor 2008 - motorcycle poll was achieved by means of a telephone survey of a random, representative sample of Canadian drivers. On average, the results can be considered accurate within 2.9%, 19 times out of 20.

The TIRF report acknowledges that riding a motorcycle has become more popular in Canada, and is a growing phenomenon. Using MMIC retail sales statistics, TIRF reported that the number of new motorcycle sales has been increasing from year to year in Canada from 52,313 units sold in 2000 to 82,482 units sold in 2007. This shows there is a significant increase in the number of motorcyclists on Canada's highways. Even with these numbers, Statistics Canada (2008) reports that this still equates to motorcycles representing only 2% of all registered vehicles in Canada.

This could partly explain why motor vehicle drivers fail to see motorcycle riders. Because motorcycles aren't a constant sight on our roadways, they are less likely to be expected in moving traffic and are more difficult for other drivers to detect. The report also stated that motorcyclists are predisposed to more severe injuries in cases where a vehicle and a motorcycle are approaching each other from opposite directions and one vehicle attempts to turn right or left across the path of the other.

This isn't new information. Motorcycle riders would agree that riding a motorcycle is more risky than driving a passenger car. But the good news is the survey revealed that the general public is not overly concerned about unsafe motorcycle riders.

This lower rating of concern may be the result of the public's perception that the motorcycle riders' driving behaviour is comparable to that of other road users. For example, 25.5% of Canadian motorcyclists admit to riding well above the speed limit, compared to 24.3% of drivers. This suggests that there is really no difference between riders and drivers given the low margin of error of this study.

In examining what Canadians see as priority road safety issues and how concerned they are about them, the poll revealed that riding a motorcycle was perceived as being the least risky of all road behaviours. In fact, the vast majority of Canadians (94.6%) consider drinking and driving the worst road behaviour Canadians face, followed by running red lights (83.9%), excessive speeding (75.1%), fatigued/drowsy driving, (67.0), non-use of seat belts (66.1%), jaywalking (37.4%) and finally riding a motorcycle (16.6%).

In response to how often respondents saw motorcyclists performing stunts on public roads 83.6% reported that they didn't see this happening very often. When asked how serious they perceived specific road safety concerns, stunt driving was seventh in rating of concern after drunk drivers (84.1%), drugged drivers (75.8%), running red lights (67.7%), excessive speed (66.2%), distracted drivers (61.7%) and the use of hand held or hands-free cell

phone use while driving (60.1%).

The RSM acknowledged that all Canadian provinces have universal helmet laws requiring all riders to wear a helmet. What is encouraging about the survey findings is that only 3.1% of Canadian motorcyclists report riding without their helmet. In fact, among those who were seen riding without wearing a helmet, young riders were seen more often than older riders.

Interesting, but not surprising, data supports the premise that crash risk declines as current riding exposure increases. This is a strong indicator that riders learn with experience, so being an older rider does not necessarily suggest being a more experienced rider.

RSM also reported that 80.4% of Canadian motorcycle riders are male. The majority of these riders are aged 40-49 (24.6%), followed by those aged 50-59 (21.2%), and those aged 30-39 (20.9%). While the overall picture regarding unsafe riding behaviors suggests that riders are not necessarily behaving more or less risky than drivers, there is room for improvement.

We can start with the 25.5% of Canadian motorcyclists who ride well above the speed limit (compared to 24.3% of drivers); 10.5% who weave in and out of traffic; 9% who pass other vehicles when it is not safe to do so; 8.5% who perform stunts on public roads; and 3.1% who ride a motorcycle without wearing a helmet.

The Traffic Injury Research Foundation (TIRF) report, sponsored by Transport Canada, the Brewers Association of Canada, the Canadian Motorcycle Association (CMA), the Motorcycle & Moped Industry Council (MMIC), and the Canada Safety Council (CSC) can be found at: www.tirf.ca/publications.

Jo-Anne Farquhar is the Director of Communications & Public Affairs for the Motorcycle & Moped Industry Council (MMIC) and the Canadian Off-Highway Vehicle Distributors Council (COHV) and can be reached at 416-491-4449 or toll-free at 877.470.2288 or by email at jfarquhar@cohv.ca or jfarquhar@mmic.ca.

Tribal Truths

Editorial

Jennifer Ross

Have you ever noticed that when one refers to an accident involving a car in the press, it is just called an accident? This changes, however, when a motorcycle is involved – it then becomes a motorcycle accident... Did you ever wonder why this is?

The answer is simple; it is an old trick journalists use to bias a story. If I were to write a headline stating "Two vehicles involved in collision" it has much less attention drawing power than "Motorcycle accident involving another vehicle". Despite society's claims that we are all for non violence, let's face it – violence – you know blood, guts, gore and pain – sells newspapers.

I recently attended an MRF working session where we were given a letter to analyze. It is so easy for the public to be fooled with supposed facts.

For example, what is your impression if I say to you: "If motorcycle helmet laws are repealed, motorcyclist-related brain injuries and fatalities will dramatically increase." What is your initial reaction? Gee whiz, guess we better not repeal those laws so that motorcyclists don't hurt or kill themselves, right?

Well, here's what's wrong with that statement. There are no facts proving that statement, in fact the contrary can be proven. This statement is the author's opinion based on what is called a "tribal truth". Everyone knows that non helmeted riders die from head injuries, right? Wrong. Most motorcyclists die from internal injuries or from loss of blood caused by leg and torso injuries. In fact, according to statistics from the National Highway Safety Association's (NHTSA) own statistics, only 7 percent of motorcyclist fatalities are caused by head injuries.

So, this being said, this is not an article for or against helmet use, but of how people are misguided by the press, and others by the use of general terms with no evidence provided. They state opinions, spout tribal truths, anything to get the reader so worked up as to believe whatever they are stating.

Take the following headline (translated from the French) – "Motorcyclist dies due to negligence". Why wasn't it "Patient" dies? Why the reference to the person being a motorcyclist? Easy, it's another way to influence the reader. A motorcyclist crashed and we spent money on him (or her). In point of fact, the person did end up in hospital from a motorcycle crash – caused by the other vehicle (a car). His injuries were misdiagnosed, and died from the injuries which were not properly treated. So the negligence was on the part of the hospital not the motorcyclist. You would never know it if you had only read the headline.

So, is this a plot? I often wonder... Why would journalists want to paint such a bad portrait of us? In part, I suppose, we are victims of the myths surrounding motorcyclists. We have always had a bad rap. "Hell's Angels Forever", "Easy Rider", "The Wild One", etc. have always portrayed us as punks looking for trouble. It's really easy to sell ads when your news is the most read or most watched. So what if we paint a portion of society with a bad color?

Well, Mr. and Mrs. Journalist, times have changed, we are doctors, lawyers, teachers, priests and rabbis. Are there still some bad eggs around? Sure, but they are and always have been only 1% of the population. There are probably more criminals running around in Mercedes Benz cars than on motorcycles. So when do they start getting painted with the same brush as us?

This article is reproduced from La Griffe du Loup magazine, November 2009 edition with permission of The Committee for Action on Politics in Motorcycling (CAPM).

25 Years and BCCOM Thanks You!



2010 marks the 25th Anniversary of the B.C. Coalition of Motorcyclists and we could not have done it without the support of our members. Then there is the above and beyond support from the following:
 Trev Deeley Motorcycles, The Trev Deeley Foundation, Mary Laird, Laurie Clark, Dan Purgaj, Stacey Goodman, Mike Carter, Dave Clancy, Canadian National Sportsmen's Shows, Motorcycle Moped Industry Council, TransLink, Christian Motorcyclists Association, McNeney & McNeney, all the manufacturers and shops who support the Gastown Show N Shine and BCCOM all year long. Last but not least Shannon McNeney who deals with the day to day details of making this organization work. May you all have a safe and peaceful Holiday Season!
 Adele Tompkins, Executive Director
 B.C. Coalition of Motorcyclists

2010 CALENDAR

JANUARY 21-24

Vancouver Motorcycle Show
 (604) 535-7584 or www.vancouvermotorcycleshow.ca

FEBRUARY 28

Victoria Swap Meet, Luxton Hall
 (250) 743-6611

MARCH 28

Vancouver Swap Meet - more details coming soon
 Coombs Swap Meet - Date TBA soon - (250) 954-3332

APRIL 18

Tsawwassen Classic Swap Meet & Show n' Shine
 (604) 299-0020 or www.classicbikeswapmeet.com

MAY IS MOTORCYCLE AWARENESS MONTH!

MAY 6

MLA Ride
 (604) 580-0111 or 1-877-580-0111

JUNE 27

17th Campbell River Poker Run
 (250) 287-7173

JULY 1-3

8th Annual Toad Rock Motorcycle Rally
www.toadrockcampground.com

AUGUST 15

Gastown Show N Shine
 (604) 580-0111 or 1-877-580-0111

OCTOBER 3

32nd Annual Vancouver Toy Run
www.lmcb.ca or (604) 580-0111

MEMBERSHIP FORM

The British Columbia Coalition of Motorcyclists

#37 - 13320 - 116th Avenue, Surrey, B.C. V3R 0R8
 Telephone: (604) 580-0111 • Fax: (604) 580-0114

Join BCCOM Now!
GET INVOLVED!

Name: _____ Address: _____ City: _____ Province: _____ Postal Code: _____
 Telephone: _____ Fax: _____ Email: _____

TYPE OF MOTORCYCLE(S) OWNED _____
 On-Road Off-Road
 LICENSED MOTORCYCLISTS IN FAMILY _____
 Associations & Clubs _____

- \$45.00 Single Membership (To receive pin, card & NEWSLETTER)
- \$55.00 Associate Membership (Rider & Spouse) (To receive 2 pins and 2 cards & NEWS LETTER)
- To receive your newsletter by email instead of regular mail, please check here

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INCREASED BENEFIT

Dear Member of BCCOM,

We are pleased to announce that all members now have an increased benefit at **NO COST TO YOU**. This benefit is jointly sponsored with American Income Life Insurance Company, servicing working families for more than 50 years.

Accidental Death and Dismemberment Benefit

\$3,000 – Member

**WE ASK EVERY MEMBER TO RETURN
THE ENCLOSED CARD TO RECEIVE YOUR CERTIFICATE
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If you do not designate your beneficiary, the \$3,000 would be paid to your estate and may be taxable.

**ALL MEMBERS WHO RETURN THE CARD WILL RECEIVE AN OPTION
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Sincerely,

Adele Tomkins
Executive Director

PLEASE RETURN THE ENCLOSED CARD RIGHT AWAY or respond online at **www.aillife.com/benefits/SGK0L**.