







CAPC

Regulatory Harmonization Working Group

Group	Initiative	Action Plan Item	Lead	Timing	Status
Regulatory Harmonization	<ul style="list-style-type: none"> Formal Harmonization Policy 	<ul style="list-style-type: none"> Adopt policy with clear statements across departments with auto sector CAPC should play coordinating role Historic differences should be addressed 	FED/PROV	Ongoing	
Regulatory Harmonization	<ul style="list-style-type: none"> Fuel Efficiency Regulation 	<ul style="list-style-type: none"> Adopt targets consistent with upcoming US EPA GHG requirements Provinces should encourage federal standards 	FED PROV	2010 2010	 
Regulatory Harmonization	<ul style="list-style-type: none"> Self Certification 	<ul style="list-style-type: none"> Full recognition of self certification (including electronic simulation) 	FED	2010	
Regulatory Harmonization	<ul style="list-style-type: none"> CMVSS 215 (Bumpers) 	<ul style="list-style-type: none"> Completed 	FED	June 2008	
Regulatory Harmonization	<ul style="list-style-type: none"> CVMS 208 (Occupant Protection) 	<ul style="list-style-type: none"> Align FMVSS 208 to enable common product through harmonized testing requirements 	FED	2010	



Addressed - Implementation underway and on-time.



Plans, commitments and timelines not clear - attention needed.







Immediate Attention

FED - Federal Government
 PROV - Provincial Government
 AUTO - Auto Manufacturers, Suppliers

MT - Medium Term
 ST - Short Term

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Regulatory Harmonization	<ul style="list-style-type: none"> CMVSS 108 (Lighting) 	<ul style="list-style-type: none"> Revise TSD to align with FMVSS 108 rewrite and introduce DRL requirements that satisfy Canadian and US requirements 	FED	2010	
Regulatory Harmonization	<ul style="list-style-type: none"> Emission Monitoring and Reporting 	<ul style="list-style-type: none"> Harmonization of emissions monitoring and reporting requirements (Ont. Reg. 127/NPRI/GHG) 	Prov Ont Fed		
Regulatory Harmonization	<ul style="list-style-type: none"> CMVSS 114 (Locking and Immobilization) 	<ul style="list-style-type: none"> Unique Canadian requirements without test protocols Inconsistent with import regulation (Section 12) 	FED	NA	
Regulatory Harmonization	<ul style="list-style-type: none"> Mercury Switch Stewardship 	<ul style="list-style-type: none"> Ontario has required a costly mercury switch program which duplicates a federal program 	PROV Ont		



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CAPC Harmonization Working Group Update
October 30, 2009

Vehicle Safety Standards

- Transport Canada, Industry Canada and the auto industry have agreed on an operational definition of harmonization based on the work product of Harmonization Working Group.
- The focus of the definition is on common North American product.
- High level harmonization meetings continue to be held with Transport Canada with the latest held on October 7th.
- Transport Canada has a workplan to improve alignment of standards.
- Transport Canada has addressed the CMVSS 215 (Bumper Standard) harmonization issue by allowing certification to U.S Part 581 or ECE-R42
- Transport Canada has developed a new proposal that could significantly improve the alignment of Canadian and US Occupant Protection Standards (CMVSS 208 / FMVSS 208)
- Transport Canada has not addressed disharmony between Canadian and U.S. Locking and Theft Protection standards nor the double standard created by amendments to Section 12, with respect to importation of a vehicle purchased in the U.S..
- Transport Canada completed several regulatory amendments and Technical Standards Documents since the last report and now 25 of 51 vehicle standards are aligned to the extent possible (means minor differences due to metric and French language requirements). [51 excludes motorcycles, school buses, snowmobiles, three wheeled vehicles & trailers]
- Transport Canada is working toward publication in late 2009 of two Part II's that would align ESC and Roof Strength requirements and plans 3 Part I's to align 6 additional standards during 2010.

Vehicle Environmental Standards

- The top concern of manufacturers has been the need for a clear direction to fully align fuel economy criteria (GHG emission criteria) with those of the U.S.. The announcement of full harmonization with the US EPA GHG standards and the launch of regulatory development at the Federal level by Environment Canada is a positive development. Potential provincial uncertainty remains a major concern.

Other Environmental Requirements

- Current Ontario proposals for GHG reporting are not harmonized with the Federal requirements or U.S. EPA requirements.
- Ontario has imposed a mercury switch stewardship program which adds additional cost unnecessarily and duplicates an existing Environment Canada regulatory requirement.