







**CAPC  
Regulatory Harmonization - Working Group  
May 2005**

Initiative	Action Plan Item	Lead	Timing	Status
Formal Harmonization Policy	. Adopt policy with clear statements across departments dealing with auto sector . CAPC should play a coordinating role in the SPP (Security and Prosperity Partnership) and Smart Regulation Initiative	Fed-Prov	ongoing	
Fuel Efficiency Targets	. Adopt target consistent with NHTSA requirements	Fed	2H04‡	
Self Certification	. Full recognition of self certification (including electronic certification)	Fed	2H05	

 Addressed – implementation underway and on time.     
  Plans, commitments and timelines not clear – attention needed     
  Immediate attention

FED – Federal Government      ST – Short Term  
 PROV – Provincial Government      MT – Medium Term  
 AUTO – Auto Manufacturers, Suppliers      LT – Long Term  
 OTHER – Affiliated Organizations

Data as of: 02/05/05

## **HARMONIZATION POLICY**

The working group recommends that Canadian Governments with regulatory authority regarding the auto industry adopt a stated policy of regulatory harmonization unless there is a compelling case in the affected jurisdiction for a unique approach, and then only to the extent necessary to address the unique issue.

## **FUEL EFFICIENCY TARGETS UNDER CANADA'S CLIMATE CHANGE PLAN**

The auto industry and the Government of Canada have reached a Memorandum of Understanding (MOU) on a comprehensive greenhouse gas (GHG) emissions reduction plan which fully addresses the Federal Government's Climate Change Plan objective of a 5.2 Mt CO<sub>2e</sub> GHG emissions reduction.

## **SELF CERTIFICATION**

Transport Canada (TC) is considering revisions to the Motor Vehicle Safety Act (MVSA) which the working group believes could have the effect of restricting the automotive manufacturers' ability to certify vehicles using the tools they consider appropriate, including advanced, state of the art, computerized techniques (correlated to physical tests) and engineering judgement. The use of advanced methods to support certification improves safety by speeding up the implementation of advanced technologies and supports robust compliance by vehicle manufacturers.

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Initiative	Action Plan Item	Lead	Timing	Status
CMVSS 208	. Harmonize with FMVSS 208	Fed	1H06*	Y
Emissions Monitoring and Reporting	. Harmonization of emissions monitoring and reporting requirements (Ont. Reg. 127/NPRI/GHG)	Prov - Ont	ongoing	Y



Addressed – implementation underway and on time.



Plans, commitments and timelines not clear – attention needed



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### **CMVSS 208**

Transport Canada has proposed requirements for Canadian Motor Vehicle Safety Standard (CMVSS) 208 for Occupant Protection that are not harmonized with the extensively upgraded U.S. Federal Motor Vehicle Safety Standard (FMVSS) 208 which is currently being phased in, in the U.S. Transport Canada (TC) has not demonstrated that there is a field problem with current advanced occupant protection systems. Discussions on the potential benefits and costs of the proposed approach are ongoing. TC's proposed approach could result in Canadians not obtaining the benefits of U.S. advanced systems and having to pay for more expensive, uniquely Canadian variants of vehicles.

### **EMISSIONS MONITORING AND REPORTING**

The Ontario ONAir Regulation 127 emission inventories and the federal National Pollutants Release Inventory (NPRI) are duplicative and create a significant administrative burden because both regulations cover primarily the same substances with different reporting requirements. Record keeping requirements to support Ontario Regulation 127 submissions are overly prescriptive and go well beyond what the working group considers to be reasonable.