



Government of Canada
Permanent Mission of Canada
to the United Nations and the
Conference on Disarmament

Gouvernement du Canada
Mission permanente du Canada
auprès des Nations Unies et de
la Conférence du désarmement

Note No.: GENEV-454

Reference: Canada's 2012 status report and amendments with respect to the global technical regulation (gtr) no. 6 regarding Safety Glazing

The Permanent Mission of Canada to the Office of the United Nations at Geneva presents its compliments to the United Nations Economic Commission for Europe and has the honour to refer to the Inland Transport Committee Canada's 2012 status report provided in accordance with Article 7.4 of the Agreement Concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles, with respect to the global technical regulation (GTR) no. 6 regarding Safety Glazing.

Canada would like to notify the Secretary-General of the status of the GTR and amendments voted in favour by the Department of Environment, Government of Canada. This includes:

- GTR No. 2 – page 2
- GTR No. 4 – page 3
- GTR No. 5 – page 4
- GTR No. 10 – page 5
- GTR No. 11 – page 6

The Permanent Mission of Canada to the Office of the United Nations at Geneva avails itself of this opportunity to renew to the United Nations Economic Commission for Europe the assurances of its highest consideration.

Geneva, 3 June 2014.



ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR TWO
WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED
VEHICLES

In accordance with Article 7 of the above mentioned Agreement, this is to notify that Canada has taken initial steps towards the adoption of Global Technical Regulation No.2 (GTR No. 2) and amendments entitled "Measurement procedure for two wheeled motorcycles equipped with a positive or compression ignition engine with regard to the emission of gaseous pollutants, CO2 emissions and fuel consumption".

Canada's air pollutant emission standards for motorcycles are set out in the *On-Road Vehicle and Engine Emission Regulations* under the *Canadian Environmental Protection Act, 1999*. At the time of adoption of GTR No. 2 by the Executive Committee, Canada had already initiated a regulatory process to align its motorcycle emission standards and test procedures with the new rules of the United States. In late 2006, Canada published final regulations for *On-Road Vehicle and Engine Emissions* that align with current rules of the U.S. Therefore, Canada's current test procedures align with that of the U.S.

Canada has yet to complete a review of the test data to establish an appropriate correlation between its current emission standards based on the U.S test procedures and equivalent limits based on the procedures set out in the GTR No. 2. Once this is completed, Canada plans to propose amendments to its regulations to implement the provisions of GTR No. 2. Environment Canada will continue to update the Secretary General on an annual basis as to the status of this GTR and amendments in Canada.

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES

In accordance with Article 7 of the above mentioned Agreement, this is to notify that Canada has taken initial steps towards the adoption of Global Technical Regulation No.4 (GTR No. 4) and amendments entitled "*Test procedure for compression-ignition (CI) engines and positive-ignition (PI) engines fuelled with natural gas (NG) or liquefied petroleum gas (LPG) with regard to the emission of pollutants*".

Canada's emission standards for compression ignition engines and positive-ignition (PI) are set out in the *Off-Road Compression-Ignition Engine Emission Regulations*, the *On-Road Vehicle and Engine Emission Regulations* and the *Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations*. These regulations are aligned with those of the U.S.

Canada has yet to complete a review of the test data to establish an appropriate correlation between its current emission standards based on the U.S test procedures and equivalent limits based on the procedures set out in the GTR No. 4. Once this is completed, Canada plans to propose amendments to its regulations to implement the provisions of GTR No. 4. Environment Canada will continue to update the Secretary General on an annual basis as to the status of this GTR and amendments in Canada.

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES

In accordance with Article 7 of the above mentioned Agreement, this is to notify that Canada has taken initial steps towards the adoption of Global Technical Regulation No.5 (GTR No. 5) and amendments entitled "Technical requirements for onboard diagnostic systems (OBD) for road vehicles".

Canada's emission standards for onboard diagnostic systems are set out in the *On-Road Vehicle and Engine Emission Regulations*. Canada has yet to complete a review of the on-board diagnostic systems requirements to establish an appropriate correlation between its current emission standards based on the U.S test procedures and equivalent limits based on the procedures set out in the GTR No. 5. Once this is completed, Canada plans to propose amendments to its regulations to implement the provisions of GTR No. 5. Environment Canada will continue to update the Secretary General on an annual basis as to the status of this GTR and amendments in Canada.

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES

In accordance with Article 7 of the above mentioned Agreement, this is to notify that Canada has taken initial steps towards the adoption of Global Technical Regulation No.10 (GTR No. 10) entitled "Off-cycle Emissions".

Canada has yet to complete a review of the test data to establish an appropriate correlation between its current emission test procedures and equivalent limits based on the procedures set out in the GTR No. 10. Once this is completed, Canada plans to propose amendments to its regulations to implement the provisions of GTR No. 10. Environment Canada will continue to update the Secretary General on an annual basis as to the status of this GTR in Canada.

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES

In accordance with Article 7 of the above mentioned Agreement, this is to notify that Canada has taken initial steps towards the adoption of Global Technical Regulation No.11 (GTR No. 11) entitled "Engine Emissions from Agricultural and Forestry Tractors and from Non-Road Mobile Machinery".

Canada's air pollutant emissions standards that cover Forestry Tractors and Non-Road Mobile Machinery fall under the *Off-Road Compression-Ignition Engine Emission Regulations* that were finalized in 2011. These regulations are aligned with U.S regulations.

Canada has yet to complete a review of the test data to establish an appropriate correlation between its current emission test procedures and equivalent limits based on the procedures set out in the GTR No. 11. Once this is completed, Canada plans to propose amendments to its regulations to implement the provisions of GTR No. 11. Environment Canada will continue to update the Secretary General on an annual basis as to the status of this GTR in Canada.