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## **TRANSPORT CANADA PROHIBITS KYOTO FRIENDLY VEHICLE IMPORTS**

Post Hurricane Katrina, the weather, climate change, and the environment have become hot topics in the minds of most Canadians. One of the major contributors to this problem is the fuel inefficiency of the large gas guzzling North American automobiles. Over the last year this has led to a growing unpopularity of these vehicles among the Canadian public, in which The Imported Vehicle Owners Association of Canada<sup>1</sup> (IVOAC) has played a significant role in the rising popularity of Asian and European imports. In addition to the smaller fuel-efficient imports, larger diesel powered trucks have become popular with the import community. Bio-diesel<sup>2</sup>, within the last year has become a goal of many of these users, as they have become aware of the benefits of lower green house gas emissions (GHG). As bio diesel becomes more readily available<sup>3</sup> it will become common for these diesel-powered trucks to be converted over to take advantage of this new, lower GHG emitting fuel. IVOAC believes that Transport Canada should not change the current 15-year import rule to 25 years because this will go a long way in lowering GHG emissions.

The IVOAC, which was formed in January 2007, is a collection of import owners and some dealers, who feel their rights, are being violated by government officials. Since inception, the IVOAC has endeavored to adhere to the above environmental concerns. The members of the IVOAC have worked hard to produce a report and several documents outlining our concerns. This report has been posted on our web site and has been formally sent to Transport Canada. We have also set up a forum on our web site where all members can participate in this matter.

Transport Canada is rightfully concerned about environmental issues as is shown by the Advanced Technology Vehicle Program (ATVP)<sup>4</sup>. The ATVP study concluded that, "diesels are an available technology that can cut fuel consumption by 40%. However, there are no diesel engines currently available in light-duty trucks in Canada. This is a large market segment with typically high fuel consumption". Transport Canada claims to adhere to the Transport Canada's Environmental Protection program<sup>5</sup> that states, "Transport Canada strives to reduce the environmental impact of employee activities such as workplace commuting and business travel." IVOAC disputes the fact that no diesel light trucks are available in Canada because three common makes of diesel powered,

Japanese domestic imported trucks and vans, produced by Nissan, Mitsubishi, and Toyota are available in Canada. If Transport Canada changes the 15-year import rule to 25 years and restricts fuel-efficient imports from entering the country, the two above mentioned policies will be more difficult to meet.

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1. [www.ivoac.ca](http://www.ivoac.ca)
2. [www.greenfuels.org/](http://www.greenfuels.org/)
3. [www.plantdrive.com](http://www.plantdrive.com)
4. [www.tc.gc.ca/programs/environment/atvpgm/history.htm](http://www.tc.gc.ca/programs/environment/atvpgm/history.htm)
5. [www.tc.gc.ca/programs/Environment/environmentalprotection/menu.htm](http://www.tc.gc.ca/programs/Environment/environmentalprotection/menu.htm).