

**1998 Table 7: Assessing Implementation of Substantive Recommendations
made in 1998 by the Vehicle Emissions Working Group**

Implementation to be rated:

- 0 if nothing has been done
- 1, 2, 3, 4, 5, 6, 7, 8, or 9 if something has been done
- 10 if everything has been done

Recommendation		Assessed by	Rating 0 to 10	Rationale
#	Text			
48.	Alberta should develop standards for converting vehicles to run on alternative fuels, and should examine work in British Columbia as an appropriate model to use. Voluntary or regulatory implementation should be considered.	VET	2	Alberta has not developed standards for vehicle conversions, but is currently considering this issue along with anti-tampering standards. The Vehicle Emissions Team has taken this initiative to its fullest possible extent. The recommendations have been left with the Provincial Government.
49.	CASA should support the Alberta Lung Association in its efforts to refocus and revitalize the SMOG FREE program, with the goal of running it effectively at less cost and with less administration.	VET	This recommendation was dropped. Please see comments.	The CASA Board agreed, from the March 2001 meeting) that the Vehicle Emissions Team should drop the Smog Free initiative because it is no longer an active CASA project. The VET dropped the Smog Free project, in favour of other projects, such as the Vehicle Emissions Testing clinics of 2001.
50.	CASA should endorse a pilot remote sensing project planned for September 1998 to gather baseline data that can be used to create public awareness and against which future measurements can be compared.	VET	10	Complete.
51.	In order to gather data on the extent and seriousness of vehicle tampering in Alberta prior to enacting any legislation, CASA	VET	10	The Vehicle Emissions Team has asked Alberta Transportation to consider inspections and regulations on tampering. To date, Alberta Transportation has

	should ask Alberta Transportation and Utilities to consider inspecting for systems that have been tampered with as part of the inspection process for vehicles coming into Alberta from other jurisdictions for sale or permanent registration.			not implemented inspections and regulations.
52(a)	As an enhancement to the existing safety inspection program for out-of-province vehicles, Alberta Transportation and Utilities should consider emissions testing for at least two gases (carbon monoxide and hydrocarbons) to determine the volume of gross pollution and identify if there is any reason for concern.	VET	10	Alberta Transportation and Utilities considered emissions testing of out-of-province vehicles. However, testing was never conducted.
52(b)	Opportunities should be sought to encourage fleet owners and administrators who are already doing regular safety inspections to voluntarily include emissions testing as part of their inspection process.		5	The VET sought opportunities to encourages fleet operators and administrators to include testing. However, the Vehicle Emissions Team did not receive a favourable response when it approached groups such as taxi drivers and trucking companies. Further opportunities are still under consideration by VET.
53.	As follow-up to the initial involvement of CASA in promoting the AutoSmart program, the Vehicle Emissions Implementation Design Team should work with the CASA Secretariat to distribute materials to driver trainers who have not yet been made aware	VET	10	Complete. In May of 1999, the VEIDT sent letters to 139 driving schools in Alberta asking them to request an AutoSmart package from NRCan. NRCan's database indicated (June 2001) that 69 of these driving schools (50%) had requested the Autosmart package.

	of the program, and should maintain contact with Natural Resources Canada regarding evaluation and monitoring of the program in Alberta.			
54.	CASA should assist in promoting FleetSmart in Alberta by asking the Vehicle Emissions Implementation Design Team to identify suitable promotional opportunities. Further, Alliance Board members should actively support FleetSmart by enrolling their own company or departmental fleets and encouraging the associations with which they are affiliated to endorse and participate in the program.	VET	3	The Vehicle Emissions Team identified promotional opportunities and they distributed Fleetsmart manuals to companies. There has been limited response by the Alberta Motor Transport Association to Fleetsmart. No CASA board members' companies or departmental fleets are currently participating in Fleetsmart.
55.	CASA should support the implementation of a pilot scrappage program in Calgary , using the B.C. program as a model. As a means of improving public awareness and reducing emissions, transit passes or new and used car credits would be offered as incentives for owners to voluntarily retire their older, high-emitting vehicles.	VET	10	The implementation of a pilot scrappage program has been fully supported by CASA. The program is currently distributing transit passes and car credits to owners to voluntarily retire their older vehicles.
56.	As a first step in furthering understanding between ambient air quality and human health, it is recommended that Alberta Environmental Protection undertake an	VET	6	Alberta Environment has made some progress in furthering the understanding between ambient air quality and human health.. Vehicle emissions inventories and forecasts exist, but there has not been an explicit link made

	emissions inventory by gathering data on emissions from vehicles, percentage of overall emissions from vehicles, and linkage of emissions and human exposure with ambient air quality.			with human health in the Alberta context.
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The following recommendation, which was included in the list of recommendations from the Vehicle Emissions Working Group, was deleted from the list because it was considered to be an operational type of recommendation and not a substantive one:

57. With its tasks now completed, the Vehicle Emissions Working Group recommends that the group be disbanded and that a multi-stakeholder Vehicle Emissions Implementation Design Team be formed to pilot, evaluate and monitor the recommendations in this report; assess other options for future consideration; develop a public communications strategy; and liaise with other key groups undertaking related initiatives.