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[Carswithoutborders](#) wrote:

May 08, 2008 17:24

www.Carswithoutborders.com has been fighting a battle with Transport Canada to start working for the Canadian Consumer rather than the big car companies.

Their non-leadership on the electric car issue is one of many when it comes to providing Canadians with a fair playing field in order to obtain the best possible price for their vehicles.

Recent proposed amendments to the bumper laws, are waffling along. This is a good proposal. It harmonizes Canadian standards with the U.S. and Europe and will allow Canadians to purchase Cars in the US without having to make useless and expensive modifications to the bumpers. Still, though, we wait for approval.

This is only one example of the draconian methods now in use by Transport Canada...

Thanks to the Economist for bringing one of the issues out for the entire world to see... how backwards Transport Canada and the Conservative Government truly is!

[Recommend](#)[Report Abuse](#)[Ross_Melanie](#) wrote:

May 05, 2008 07:37

The ZENN car is a perfect solution to many problems on the roads ie pollution and serious congestion!! The idea of LSVs not being safe for roads is in my opinion not true at all. If this true than how are the cars being allowed to drive on roads in the US. My wife and I have seen the ZENN car at a dealership in Virginia and love the car. We are progressing forward to purchase a car for ourselves but when we return to Canada we want to know that we can drive this Canadian manufactured vehicle on her roads. Can we have gov't that can put aside their love of money and taxes and realize that this is a SOLUTION NOT A PROBLEM.

[Recommend \(2\)](#)[Report Abuse](#)[sjdixon1](#) wrote:

May 04, 2008 12:08

I am one of the many who have lost faith in the Canadian government. When I went to

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see question period last week, I was frustrated to see such a poor level of short-sighted, cowardly debate. To quote Barack Obama, "the problems faced by [Canada] are too big to be solved with the smallness of politics."

Canadian politicians need to start taking the bold stance with issues, rather than the weak, status-quo position they already adopt.

Incidentally, why doesn't ZENN take the government to court? After all, if the crash test results are not made public, then a judge has the power to make them public. The law applies equally to the administration of law, which would make a favorable case to ZENN if such allegations are true.

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[LumpenBourgeois](#) wrote:

May 04, 2008 12:04

I agree that the LSV fits a niche, one that is currently dominated by the bicycle, which has many more advantages. It gets a tax break on purchase, it can pass through traffic jams, low maintenance, no emissions other than the riders, no gas. It has a higher max speed if wind and hills favour the route. You don't need to plug it in at night. It's more efficient than walking which, depending on your diet, may cause more carbon emissions than driving somewhere.

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[Zaphod3834](#) wrote:

May 03, 2008 17:17

The LSV is a niche vehicle. Its maximum speed is around 50kmh. This is perfect for short haul, in city. Given the automobile traffic in our cities, and the brown dome of pollution which can be seen over them, dense urban centres like Toronto and Montreal might do well to ban fossil fuel vehicles. The pollution in these centres has a statistically proven health impact, while Transport Canada's fears are speculative.

However, another reality is that outside of these densely populated centres, Canada is fairly large. Averaging 200km a day is not unusual, particularly in rural Canada. The LSV is not yet to a standard where these distances can be effectively traversed.

I doubt that there is a conspiracy. My experience with our federal bureaucracy, like many others, is a fear of doing something which might negatively affect your career path.

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[evarog](#) wrote:

May 02, 2008 19:14

I would like to drive an electric car but there are none available in Canada. Our news media is partly to blame, I have not heard one word about the demise of the piston engine in all this rhetoric about pollution. BC and Quebec are uniquely positioned to power electric cars from hydro power, which is also non-polluting and cheap once the dam is built.

Canadians are so weakly governed by "status-quo" parties that it will take huge petitions to get an electric car industry going, already nearly 10 years overdue. It does tell us the government doesn't really care about pollution, it's all make work noise. The number of reader replies to this timely article shows there is great interest in getting electric cars in Canada. I too think our politicians are a disgrace.

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[M_B](#) wrote:

May 02, 2008 16:13

I don't believe the conspiracy theories about Harper and big oil blocking these things - little far fetched. but I do know that Canada has way too much political meddling in what are supposed to be independent institutions. Similar to PhilipDeGroot, I have a friend in the CDN forces who talks about how they get sub-standard equipment because politicians, especially the liberals, want to get equipment from contractors in Quebec to win votes or protect jobs. CDN Forces should be getting the best equipment, no exceptions.

But I suspect that this is just a case of incompetent/lazy/stupid/overpaid government bureaucrats - which we all know is the norm in Canada

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[qwerty_ca](#) wrote:

May 02, 2008 15:49

Zakka, they are complaining about Canada's stupid beaureaucraxy.

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[PhilipDeGroot](#) wrote:

May 02, 2008 14:15

Ian Clifford's experience with Canadian civil servants reflects my own. I have first hand experience with senior bureaucrats actively preventing my company from selling products in Canada. My company produced equipment for the Canadian military. We managed to antagonize a civil servant in Ottawa who subsequently found ways to block all our bids to continue supplying our products to the Canadian government. We ended up becoming the dominant supplier of the same equipment to the US military. We then

developed some related high performance products that far exceeded Canadian specifications and became one of two suppliers of that product to the US military yet Canada would not buy this product from us. The civil servant in question initiated competitive bids then deemed our submissions non-compliant. For over a decade he managed to ensure that a higher priced supplier in a non-NATO country won all the contracts. He would then deliver the contracts personally to this European supplier. The US has safeguards against this kind of behaviour but Canada does not. I know because I tried to make this civil servant accountable and all avenues were denied me. All attempts by officials in the US to advance their personal agendas were successfully brought under scrutiny by other officials responsible for oversight.

This is not an isolated example. I know of many more. I am a Canadian citizen living in Canada. I am embarrassed by the behavior of my own government.

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[Pepper11](#) wrote:

May 02, 2008 13:28

There is a certain segment of the Canadian population that will attribute govt decisions they do not agree with to some kind of "hidden agenda". It's tiresome, anti-intellectual and non productive. I happen to agree that we probably should allow these vehicles to be sold in Canada but please spare us the conspiracy theories.

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