

In addition and where relevant, research and monitoring will support verification of assumptions used during the screening assessment and, where appropriate, the performance of potential control measures identified during the risk management phase.

## Conclusion

Based on the information available, bisphenol A meets one or more of the criteria set out in section 64 of the *Canadian Environmental Protection Act, 1999*.

The final Screening Assessment Report as well as the proposed risk management approach document for this substance are available on the Government of Canada's Chemical Substances Web site ([www.chemicalsubstances.gc.ca](http://www.chemicalsubstances.gc.ca)).

[42-1-o]

## **DEPARTMENT OF TRANSPORT**

### **MOTOR VEHICLE SAFETY ACT**

*Technical Standards Document No. 301, Fuel System Integrity — Revision 1*

Notice is hereby given, pursuant to section 12 of the *Motor Vehicle Safety Act* and sections 16 and 17 of the *Motor Vehicle Safety Regulations*, that the Department of Transport has revised Technical Standards Document (TSD) No. 301, *Fuel System Integrity*, which specifies requirements for the integrity of motor vehicle fuel systems. Revision 1 of TSD No. 301 is effective as of the date of publication of this notice and will become enforceable six months thereafter. Vehicles manufactured during the six-month interim period may conform to the requirements of either Revision 0 or Revision 1.

TSD No. 301, *Fuel System Integrity*, reproduces U.S. Federal Motor Vehicle Safety Standard No. 301 of the same title and

is incorporated by reference in section 301 of the *Motor Vehicle Safety Regulations*. This revision harmonizes the value of the unsecured mass at each designated seating position that is given in S7.1.6(c) of the TSD with that of the United States, which is to say, the amount now reads “54 kg.” Subsection 301(4), which specified the value of 55 kg, has been abrogated as part of the amendment to introduce TSD No. 110 and TSD No. 120 that was published in the *Canada Gazette*, Part II, on September 17, 2008 (SOR/2008-258). This revision also replicates the regulatory text of two Final Rules that were issued by the U.S. Department of Transportation and published in the *Federal Register* on the following dates:

August 19, 2004 (Vol. 69, No. 160, p. 51393)  
September 11, 2007 (Vol. 72, No. 175, p. 51908)

Consistent with the August 2004 Final Rule, Revision 1 now specifies that, where options are specified, a manufacturer must make a selection, which shall be irrevocable, no later than at the time of certification of the vehicle. In accordance with the September 2007 Final Rule, the references to U.S. Federal Motor Vehicle Safety Standard No. 214 that are contained in S6.3(b) and S7.2(b) of the TSD have been revised.

Since TSD No. 301 was introduced, the United States also published the following Final Rules, the text of which has not been added to the TSD because the changes did not apply in Canada:

February 11, 2004 (Vol. 69, No. 28, p. 6583)  
August 10, 2005 (Vol. 70, No. 153, p. 46431)  
November 2, 2007 (Vol. 72, No. 212, p. 62135)

Copies of Revision 1 of TSD No. 301 may be obtained on the Internet at

[www.tc.gc.ca/RoadSafety/mvstm\\_tsd/index\\_e.htm](http://www.tc.gc.ca/RoadSafety/mvstm_tsd/index_e.htm). Any inquiries should be directed to Matthew Coons, Regulatory Development Engineer, Standards and Regulations Division, Road Safety and Motor Vehicle Regulation Directorate, Department of Transport, 275 Slater Street, Ottawa, Ontario