

The new *Canadian Environmental Protection Act*

The new CEPA and Fuels and Engine Emissions

Further information:

Internet:

Additional information on the *Canadian Environmental Protection Act, 1999* is available on Environment Canada's Green Lane on the Internet at: www.ec.gc.ca/cepa

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How does CEPA 1999 control fuels and vehicles?

Divisions 4 and 5 of Part 7 of CEPA 1999 include provisions to control the quality of fuels as well as emission characteristics of vehicles, engines and equipment.

What changes have been made to the fuels section of CEPA?

CEPA 1999 provides the government more flexibility to control fuel qualities. It provides for maximums, minimums or a range of characteristics to be set, and it also allows for a performance based approach to fuel standards rather than relying strictly on a specific recipe.

Other provisions in CEPA 1999 permit more flexibility in the authority to make regulations covering different sources of fuels, the place or time of use of the fuel, and the controls where a fuel might affect the operation of emissions control equipment. There are also provisions for a "national fuels mark" that could be used to promote a national standard for fuels where certain characteristics may be desirable but, in themselves, might not contribute to a significant reduction in air pollution.

What changes have been made to CEPA for vehicles, engines and equipment?

CEPA 1999 incorporates responsibility for regulating vehicle emissions which were previously contained in the *Motor Vehicle Safety Act*, administered by Transport Canada. In addition, there are new authorities that allow off-road engines and equipment such as outboard motors, farm equipment, lawn mowers and other small gasoline motors to be subject to regulated emission standards.

Why should we be concerned about controlling fuel quality and vehicle and engine emissions?

Vehicle emissions are the largest source of a number of key air pollutants including NO_x, hydrocarbons and carbon monoxide. Fuels that are burned in cars and trucks, and in stationary equipment, also contain sulphur. When burned, sulphur produces SO₂ and sulphate particulate matter. These substances are directly related to adverse health effects.

Pollutant emissions can be effectively controlled through improvements to fuel quality and through stringent vehicle emission

standards. In addition, the more sophisticated technologies used in cars and trucks require that engines and fuels be treated as a system where overall environmental performance depends on vehicle-fuel compatibility. With authorities for both the fuel and vehicles in CEPA 1999, there are better opportunities to ensure that a system approach is taken.

What existing standards are in place for vehicles and fuels?

For gasoline there are currently limits under CEPA on lead, benzene and sulphur. For diesel there is a maximum limit on sulphur for diesel for on-road use.

Emissions standards for light and heavy-duty vehicles from the *Motor Vehicle Safety Act* will continue in effect under CEPA 1999.

What are the future plans for fuels, vehicles and engine regulations?

Consultations are under way to examine the vehicles and fuels agenda over the next five to ten years. There are a number of issues to address, including potential quality improvements to gasoline, diesel and fuel oils as well as incorporation of new standards for both on-road and off-road vehicles and engines.

