



# LP Bulletin

Friday 10<sup>th</sup> May 2013

## Bulletin 885 - 05/13 – Canada Implements NA ECA - Canada

**Further to the Club's recent reminder (Bulletin 882), the Canadian Government has now officially implemented their Emission Control Area guidelines.**

Since the below rules go into effect immediately, the Canadian Government realizes that vessels which are en route to Canada may not have time to take on the necessary fuels, so it is believed that there will be a soft enforcement for the first 30 days.

We strongly suggest the new rules are followed as soon as possible to avoid any fines or penalties being assessed.

The Canadian government describes the implementation of the NA-ECA as follows:

### ***Implementation of the North American Emission Control Area***

The Regulations implement the North American ECA which comprises waters along the Pacific Coast, the Atlantic Coast, the Gulf of Mexico and the eight Hawaiian Islands. It also includes the waters under Canadian jurisdiction on the East and West coasts south of latitude 60°N and almost 200 nautical miles offshore. This measure joins other ECAs in the waters of the Baltic Sea, the North Sea, and the United States Caribbean territory.

The Regulations require vessels subject to MARPOL Annex VI to comply with the emissions standards for ECAs. These levels are more stringent than the aforementioned global standards, with maximum allowable sulphur content in fuel as follows:

### ***North American ECA maximum allowable fuel sulphur content, by date***

<i>Dates</i>	<i>Maximum allowable fuel sulphur content</i>
1 <sup>st</sup> August 2012	1.00
1 <sup>st</sup> January 2015 and thereafter	0.10

The Regulations also provide for recognizing alternative compliance methods in accordance with Regulation 4 of MARPOL Annex VI. These methods can include fitting technology, using alternative fuels, or adopting procedures that result in equivalent reductions in emissions.

Under this provision, Transport Canada assesses and approves equivalencies for Canadian vessels and Canadian pleasure craft in accordance with pending IMO guidelines. For foreign vessels and foreign pleasure craft, the countries where they are registered (known as Flag States) will assess and approve these alternative compliance methods.

In addition to controls on sulphur oxides, vessels operating in any ECA that are built on or after January 1, 2016, will be required to adhere to the most stringent standards for nitrogen oxide emissions.

Known as Tier III standards, they represent an 80% reduction from current nitrogen oxide emissions under current standards. It is expected that these vessels will need to use emissions control systems. Details of these standards are set out below:

Tier III standards for emissions of nitrogen oxides

- 3.4 g/kWh when n is less than 130 rpm;
- $9 \cdot n^{-0.2}$  g/kWh when n is 130 or more but less than 2 000 rpm; and
- 2.0 g/kWh when n is 2 000 rpm or more

Notes: “g/kWh” refers to grams per kilowatt-hour, “n” refers to rated engine speed (crankshaft revolutions per minute)

**Source of Information:**

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