Fleet Average NO\textsubscript{x} Emission
Performance of 2013 Model Year
Light-Duty Vehicles, Light-Duty Trucks
and Medium-Duty Passenger Vehicles

In relation to the

*On-Road Vehicle and Engine Emission Regulations*

under the

*Canadian Environmental Protection Act, 1999*

Transportation Division
Environment and Climate Change Canada

June 2016
Disclaimer

This document provides a summary of data collected pursuant to the On-Road Vehicle and Engine Emission Regulations. It does not in any way supersede or modify the requirements of the Canadian Environmental Protection Act, 1999 or the Regulations made under that Act. In the event of an inconsistency between this document and the Act and/or the Regulations, the Act and the Regulations prevail.

Cat. No.: En81-10E-PDF
ISSN: 1927-2456

Unless otherwise specified, you may not reproduce materials in this publication, in whole or in part, for the purposes of commercial redistribution without prior written permission from Environment and Climate Change Canada’s copyright administrator. To obtain permission to reproduce Government of Canada materials for commercial purposes, apply for Crown Copyright Clearance by contacting:

Environment and Climate Change Canada
Public Inquiries Centre
7th Floor, Fontaine Building
200 Sacré-Coeur Boulevard
Gatineau QC K1A 0H3
Telephone: 819-997-2800
Toll Free: 1-800-668-6767 (in Canada only)
Email: ec.enviroinfo.ec@canada.ca

Photos: © Environment and Climate Change Canada

© Her Majesty the Queen in Right of Canada, represented by the Minister of Environment and Climate Change, 2016

Aussi disponible en français
## Table of Contents

1. Executive Summary ................................................................. 1  
2. Purpose ..................................................................................... 2  
3. Introduction ................................................................................ 2  
4. Company Fleet Average NO\textsubscript{x} Emission Performance for the 2013 Model Year ..... 3  
   4.1 Scope of Company Reports .................................................. 3  
   4.2 Distribution of Bins and Total Canada NO\textsubscript{x} Fleet Average Value ............... 5  
   4.3 Fleet Average NO\textsubscript{x} Values Trend .................................. 5  
5. Conclusions ............................................................................... 7
List of Tables

Table 1: Summary of Company Reports ................................................................. 4
Table 2: Distribution of Vehicles by the NOx Standard of Each Bin...................... 5

List of Figures

Figure 1: Fleet Average NOx Values and Standards............................................... 6
1 Executive Summary

Under the On-Road Vehicle and Engine Emission Regulations (hereafter referred to as the “Regulations”), each new light-duty vehicle, light-duty truck and medium-duty passenger vehicle is required to be certified by its manufacturer to one of the bins corresponding to those of the United States Environmental Protection Agency for which there are specific emission standards for oxides of nitrogen (NO_x) and other pollutants. Manufacturers and importers of these vehicles are required to report on their fleet average NO_x emission performance for each model year.

This tenth annual performance report summarizes the fleet average NO_x emission performance of the Canadian 2013 model year fleet of vehicles. A total of 21 companies submitted end of model year reports comprising a total of 1,673,027 vehicles manufactured in Canada or imported into Canada for the purpose of first retail sale. This report includes the fleet average NO_x value for each company as well as their number of emission credits or deficits. It also provides a comparison of the distribution of vehicles certified to the various emissions bins and compares the overall NO_x performance with that of previous model years.

The average NO_x value for the Canadian 2013 model year combined fleet of light-duty vehicles, light light-duty trucks, heavy light-duty trucks and medium-duty passenger vehicles is 0.06178583 grams/mile compared to the standard of 0.07 grams/mile. Of those companies that submitted, each had a fleet average NO_x value that was at or below the standard and based on their reports, all complied with the fleet averaging provisions of the Regulations.

The average NO_x value continued to decrease for the 2013 model year. This result is consistent with the environmental performance objectives of the Regulations.
2 Purpose
The purpose of this report is to summarize the fleet average NO\textsubscript{x} emission performance of individual companies and the overall Canadian fleet for the 2013 model year (MY) based on data submitted by companies in their end of model year reports and any subsequent revisions; it is also to report on the effectiveness of the Canadian fleet average NO\textsubscript{x} emission program in achieving the environmental performance objectives.

3 Introduction
On January 1, 2004, the On-Road Vehicle and Engine Emission Regulations came into effect under the Canadian Environmental Protection Act, 1999 (CEPA 1999). These Regulations introduced more stringent national emission standards for on-road vehicles and engines. The Regulations align Canada’s emission standards for light-duty vehicles\(^1\) (LDVs), light light-duty trucks\(^2\) (LLDTs), heavy light-duty trucks\(^3\) (HLDTs), medium-duty passenger vehicles\(^4\) (MDPVs), heavy-duty vehicles, heavy-duty engines and on-road motorcycles with those of the U.S. Environmental Protection Agency (EPA) through incorporation by reference to the U.S. Code of Federal Regulations (CFR).

Each new LDV, LLDT, HLDT and MDPV is required to be certified to a bin for which there are specific emission standards for NO\textsubscript{x} and other pollutants. A company’s choice of bin to which individual vehicle models are certified in a given model year is limited by the obligation to comply with the fleet average NO\textsubscript{x} standards associated with that model year. The current NO\textsubscript{x} standard is 0.07 grams/mile, which was introduced in the 2009 model year.

A company’s fleet average NO\textsubscript{x} value is the weighted average based on the number of vehicles certified to each bin. Though the emission bins, fleet average NO\textsubscript{x} standards, and methods of calculating fleet average NO\textsubscript{x} values are aligned with those of the U.S. EPA, there are differences in the structure of the NO\textsubscript{x} averaging program in Canada, which is designed to recognize vehicles that are sold concurrently in Canada and the U.S. The regulatory requirements are structured to deliver fleet average emissions comparable to those of the U.S. while minimizing the regulatory burden on companies and enabling the marketing of vehicles in Canada independently from the U.S.

\(^1\) Light-duty vehicles are generally passenger cars.

\(^2\) Light light-duty trucks are generally vans, sport utility vehicles and pick-up trucks having GVWR of 2,722 kg (6,000 pounds) or less.

\(^3\) Heavy light-duty trucks are generally vans, sport utility vehicles and pick-up trucks having a GVWR of more than 2,722 kg (6,000 pounds) and up to 3,856 kg (8,500 pounds).

\(^4\) Medium-duty passenger vehicles are generally heavier passenger-type vehicles, such as vans and sport utility vehicles having a gross vehicle weight rating (GVWR) greater than 3,856 kg (8,500 pounds) and less than 4,536 kg (10,000 pounds).
The Regulations require that all companies submit a report to the Minister of the Environment and Climate Change no later than May 1 after the end of each model year. The end of model year report must contain detailed information concerning the company’s fleet(s) and/or groups of vehicles.

For more information regarding the calculation of fleet average NOx values and NOx emission credits or deficits, please refer to the Regulations, which can be found on the Environment and Climate Change Canada CEPA Registry at www.ec.gc.ca/CEPARegistry/regulations. Reports for the 2004 to the 2012 model years can also be found on the CEPA Registry.

4 Company Fleet Average NOx Emission Performance for the 2013 Model Year

4.1 Scope of Company Reports

Table 1 presents a list of the companies that submitted an end of model year report for the 2013 model year in accordance with the requirements of the Regulations, including the vehicle makes and a summary of the data received.
Table 1: Summary of Company Reports

<table>
<thead>
<tr>
<th>Company</th>
<th>Makes</th>
<th>Number of Test Groups</th>
<th>Total Number of Vehicles</th>
<th>Average NOx Value (grams/mile)</th>
<th>Initial Credit Balance</th>
<th>2013 Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aston Martin Lagonda Limited</td>
<td>Aston Martin</td>
<td>2</td>
<td>35</td>
<td>0.070</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>BMW Group Canada</td>
<td>BMW, Mini, Rolls-Royce</td>
<td>20</td>
<td>40,103</td>
<td>0.070000</td>
<td>913</td>
<td>913</td>
</tr>
<tr>
<td>Chrysler Canada Inc.</td>
<td>Chrysler, Dodge, Jeep, Fiat</td>
<td>23</td>
<td>217,055</td>
<td>0.0400953</td>
<td>50,945</td>
<td>57,436</td>
</tr>
<tr>
<td>Ford Motor Company of Canada, Limited</td>
<td>Ford, Lincoln</td>
<td>37</td>
<td>299,158</td>
<td>0.0598302</td>
<td>48,225</td>
<td>51,267</td>
</tr>
<tr>
<td>General Motors of Canada Limited</td>
<td>Buick, Cadillac, Chevrolet, GMC</td>
<td>22</td>
<td>182,061</td>
<td>0.0519304</td>
<td>86,220</td>
<td>89,510</td>
</tr>
<tr>
<td>Honda Canada Inc.</td>
<td>Acura, Honda</td>
<td>15</td>
<td>143,816</td>
<td>0.0699479</td>
<td>20,206</td>
<td>20,213</td>
</tr>
<tr>
<td>Hyundai Auto Canada Corp.</td>
<td>Hyundai</td>
<td>16</td>
<td>195,951</td>
<td>0.0697334</td>
<td>3,267</td>
<td>3,319</td>
</tr>
<tr>
<td>Jaguar Land Rover Canada, ULC</td>
<td>Jaguar, Land Rover</td>
<td>7</td>
<td>6,230</td>
<td>0.070000</td>
<td>1079</td>
<td>1079</td>
</tr>
<tr>
<td>Kia Canada Inc.</td>
<td>Kia</td>
<td>11</td>
<td>77,800</td>
<td>0.069312</td>
<td>4,826</td>
<td>4,880</td>
</tr>
<tr>
<td>Lotus Cars Limited</td>
<td>Lotus</td>
<td>1</td>
<td>16</td>
<td>0.070</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Maserati North America, Inc.</td>
<td>Maserati</td>
<td>1</td>
<td>154</td>
<td>0.070000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mazda Canada Inc.</td>
<td>Mazda</td>
<td>11</td>
<td>62,157</td>
<td>0.070000</td>
<td>15,090</td>
<td>15,090</td>
</tr>
<tr>
<td>Mercedes-Benz Canada Inc.</td>
<td>Mercedes, Smart</td>
<td>23</td>
<td>34,225</td>
<td>0.066717</td>
<td>78</td>
<td>190</td>
</tr>
<tr>
<td>Mitsubishi Motor Sales of Canada, Inc.</td>
<td>Mitsubishi</td>
<td>6</td>
<td>10,158</td>
<td>0.0697999</td>
<td>103</td>
<td>106</td>
</tr>
<tr>
<td>Nissan Canada Inc.</td>
<td>Infiniti, Nissan</td>
<td>23</td>
<td>81,939</td>
<td>0.069798</td>
<td>18,901</td>
<td>18,918</td>
</tr>
<tr>
<td>Porsche Cars Canada, Ltd.</td>
<td>Porsche</td>
<td>12</td>
<td>3,579</td>
<td>See note</td>
<td>See note</td>
<td>See note</td>
</tr>
<tr>
<td>Subaru Canada, Inc.</td>
<td>Subaru</td>
<td>5</td>
<td>22,268</td>
<td>0.067439</td>
<td>2,750</td>
<td>2,807</td>
</tr>
<tr>
<td>Suzuki Canada Inc.</td>
<td>Suzuki</td>
<td>2</td>
<td>1,260</td>
<td>0.070000</td>
<td>1,281</td>
<td>1,281</td>
</tr>
<tr>
<td>Toyota Canada Inc.</td>
<td>Lexus, Scion, Toyota</td>
<td>36</td>
<td>193,245</td>
<td>0.069882</td>
<td>27,780</td>
<td>28,362</td>
</tr>
<tr>
<td>Volkswagen Group</td>
<td>Audi, Bentley, Lamborghini, Volkswagen</td>
<td>30</td>
<td>90,116</td>
<td>See note</td>
<td>See note</td>
<td>See note</td>
</tr>
<tr>
<td>Volvo Cars of Canada Corp.</td>
<td>Volvo</td>
<td>4</td>
<td>4,779</td>
<td>0.070000</td>
<td>3,538</td>
<td>3,538</td>
</tr>
</tbody>
</table>

5 A test group is the basic classification unit that comprises LDV, LLDT, HLDT or MDPV having similar exhaust emission performances and that share all of the features described in section 1827, subchapter C, part 86 of the CFR.

6 Fleet average NOx values are rounded to the same number of significant figures that are contained in the total number of vehicles in a company’s fleet.

7 NOx emission credits/deficits are rounded to the nearest whole number. A negative sign (−) indicates a deficit.

8 The average NOx value and credit balance for Porsche Cars Canada, Ltd. and Volkswagen Group are not included in this table due to an ongoing investigation regarding certain of their diesel vehicles. However, no adjustments were made to the total number of vehicles, the number of test groups, the distribution of vehicles by the NOx standard of each bin and the average NOx value for the Canadian fleet (Table 2).
A total of 21 companies submitted a report for the 2013 model year covering a total of 307 distinct test groups. It should be noted that certain test groups were common between companies that shared vehicle platforms or powertrains.

The company average NO\textsubscript{x} values ranged from 0.0400953 grams/mile to 0.070000 grams/mile for the fleet of LDVs, LLDTs, HLDTs, and MDPVs, and no companies reported a fleet average NO\textsubscript{x} value that was above the standard of 0.07 grams/mile.

A total of 13,707 credits were generated by companies for the 2013 model year. No company incurred a deficit with respect to their fleet, and no company reported a deficit at the end of this model year. In addition, there were no credit transfers to or from companies for the 2013 model year.

4.2 Distribution of Bins and Total Canada NO\textsubscript{x} Fleet Average Value

Table 2 summarizes the distribution of vehicles by the NO\textsubscript{x} standard of each bin. It also provides the calculated fleet average NO\textsubscript{x} value of the entire Canadian fleet for the 2013 model year.

<table>
<thead>
<tr>
<th>Bin Number</th>
<th>NO\textsubscript{x} Standard (grams/mile)</th>
<th>Total Number of Vehicles in &quot;Bin&quot;</th>
<th>Percentage of Vehicles in &quot;Bin&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>0.20</td>
<td>6,812</td>
<td>0.407</td>
</tr>
<tr>
<td>7</td>
<td>0.15</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>6</td>
<td>0.10</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>5</td>
<td>0.07</td>
<td>1,224,367</td>
<td>73.183</td>
</tr>
<tr>
<td>4</td>
<td>0.04</td>
<td>420,639</td>
<td>25.142</td>
</tr>
<tr>
<td>3</td>
<td>0.03</td>
<td>18,557</td>
<td>1.109</td>
</tr>
<tr>
<td>2</td>
<td>0.02</td>
<td>2,169</td>
<td>0.130</td>
</tr>
<tr>
<td>1</td>
<td>0.00</td>
<td>483</td>
<td>0.029</td>
</tr>
</tbody>
</table>

Note: Beginning in the 2009 model year, applicable standards are limited to bins 1 to 8 for all categories.

For the 2013 model year, almost all vehicles (99.6 % of the fleet) were certified to a bin at or below the fleet average NO\textsubscript{x} standard of 0.07 grams/mile. The average NO\textsubscript{x} value for the Canadian fleet was 0.06178583 grams/mile.

4.3 Fleet Average NO\textsubscript{x} Values Trend

Figure 1 presents the average NO\textsubscript{x} values trend relative to the applicable standards since 2004 for both the LDV/LLDT and HLDT/MDPV fleets. Beginning in 2009, LDVs, LLDTs, HLDTs, and MDPVs all conform to one NO\textsubscript{x} fleet average standard.
Overall, the fleet average NO$_x$ value for the combined fleet of LDVs, LLDTs, HLDTs, and MDPVs decreased from 2004 to 2013. More specifically, the fleet average NO$_x$ value for the 2013 model year continues to decrease and is 11.7% below the standard of 0.07 grams/mile.
5 **Conclusions**

This is the tenth year that companies were subject to the fleet average NO\textsubscript{x} requirements under the Regulations. A total of 21 companies submitted reports for a total of 307 distinct test groups comprising 1,673,027 vehicles that were either manufactured in Canada or imported into Canada for the purpose of first retail sale.

The average NO\textsubscript{x} value for the Canadian 2013 model year combined fleet of LDVs, LLDTs, HLDTs and MDPVs is 0.06178583 grams/mile compared to the standard of 0.07 grams/mile. Each individual company had a fleet average NO\textsubscript{x} value that was at or below the standard, and all companies complied with the fleet averaging provisions of the Regulations based on their reports.

The average NO\textsubscript{x} value continued to decrease for the 2013 model year. This result is consistent with the environmental performance objectives of the Regulations.
Additional information can be obtained at:

Environment and Climate Change Canada
Public Inquiries Centre
7th Floor, Fontaine Building
200 Sacré-Coeur Boulevard
Gatineau QC K1A 0H3
Telephone: 1-800-668-6767 (in Canada only) or 819-997-2800
Email: ec.enviroinfo.ec@canada.ca