

Federal Action on Air Pollution and the Proposed Tripartite Comprehensive Air Management System

**CASA Coordination Workshop
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Kerri is currently Manager of domestic air quality policy development at Environment Canada. She has worked in the domain of air pollution for over twenty three years. Kerri played a central role in development the Comprehensive Air Management System framework, which forms part of the presentation today.



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The Federal Government has historically taken action on acid rain and smog

Acid Rain

- Eastern Canada Acid Rain control program
- Canada-wide Acid Rain Strategy for Post-2000
- Canada-U.S. Air Quality Agreement (1991) - Acid Rain Annex
- UNECE LRTAP Helsinki (1985), Sofia (1988), Oslo (1994) and Gothenburg (1999) Protocols

Smog

- Canada-U.S Air Quality Agreement (1991)
- VOCs - Consumer and Commercial Prod.
- Federal Agenda on Cleaner Vehicles, Engines and Fuels.
- Canada-wide standards for PM and Ozone
- Border Air Quality Strategy



Federal Role

Transboundary Issues

- Bilateral Agreements (eg. Canada United States Air Quality Agreement)
- International Organizations (eg. International Marine Organization etc.)
- Multilateral Protocols (eg. Convention on Long Range Transboundary Air Pollution)
- Interprovincial issues

Domestic - Federal

- New Vehicles, Engines and Fuels
- National transportation Issues (eg. rail)
- Consumer and Commercial Products
- Industrial Sectors

Domestic –Partnership with Provinces and Territories

- Monitoring and Reporting (eg. Air Quality Health Index, National Air Pollutants Surveillance Program)
- Science and research
- Canadian Council of Ministers of the Environment (CCME) – (eg Canada-wide Standards)



Turning the Corner plan introduced in 2007

- *Turning the Corner* (TTC) marked the first federal proposal to address air pollution from key sources, including industry
- Included new National Ambient Air Quality Standards, mandatory targets for industry, a cap and trade compliance mechanism and a technology fund
- Stakeholder concerns with TTC led to the development of alternative proposals
- Industry and nongovernment organizations developed an alternative approach to regulating air pollutants and invited provincial and federal governments to participate in the process
- A multi-stakeholder Steering Committee developed an alternative proposal
- The Steering Committee proposal was completed in April 2010 and has been sent to Minister Prentice and his provincial counterparts for consideration



The Proposed Comprehensive Air Management System - overview

- CAMS relies on collaboration to improve air quality
 - Will engage all key stakeholders and communities in air quality management
- CAMS is a comprehensive approach that addresses emissions from all sources
 - Initial focus on fine particulate matter (PM) emissions, ground-level ozone, and precursors (NOX, SO₂, and VOC) – all key contributors to environmental & health impacts
 - Requirements to apply to all sources, initially focused on industrial sectors
- It includes 3 main interrelated elements:
 1. Canadian Ambient Air Quality Standards (CAAQS)
 2. Air Zone Management/Regional Airsheds
 3. Base-level Industrial Emissions Requirements (BLIERs)



Canadian Ambient Air Quality Standards (CAAQS) – CAMS proposes new notional ranges for PM and ozone

- Air quality standards represent concentration limits for specific pollutants in the ambient air
 - Primary goal is to protect human health and the environment, using science-based limits as driver for air quality management
- CAMS recommends that CAAQS replace the current Canada-wide Standards (CWS) developed in 2000 for PM and Ozone
- The range proposed is lower than the existing CWS
- CAAQS for NO_x and SO₂ are to be developed in future



Air Zone Management – CAMS proposes that provinces & territories create air zones & implement management strategies

- Provinces and territories would delineate air zones and prioritize local action
- Management strategies may involve provincial actions to impose more stringent emission limits on industry and/or address additional sources
- CAMS proposes ambient air quality ‘trigger’ levels be set in relation to the CAAQS
 - Determine level of management required within air zones
 - As air quality is degraded, more specific and stringent management actions would be implemented

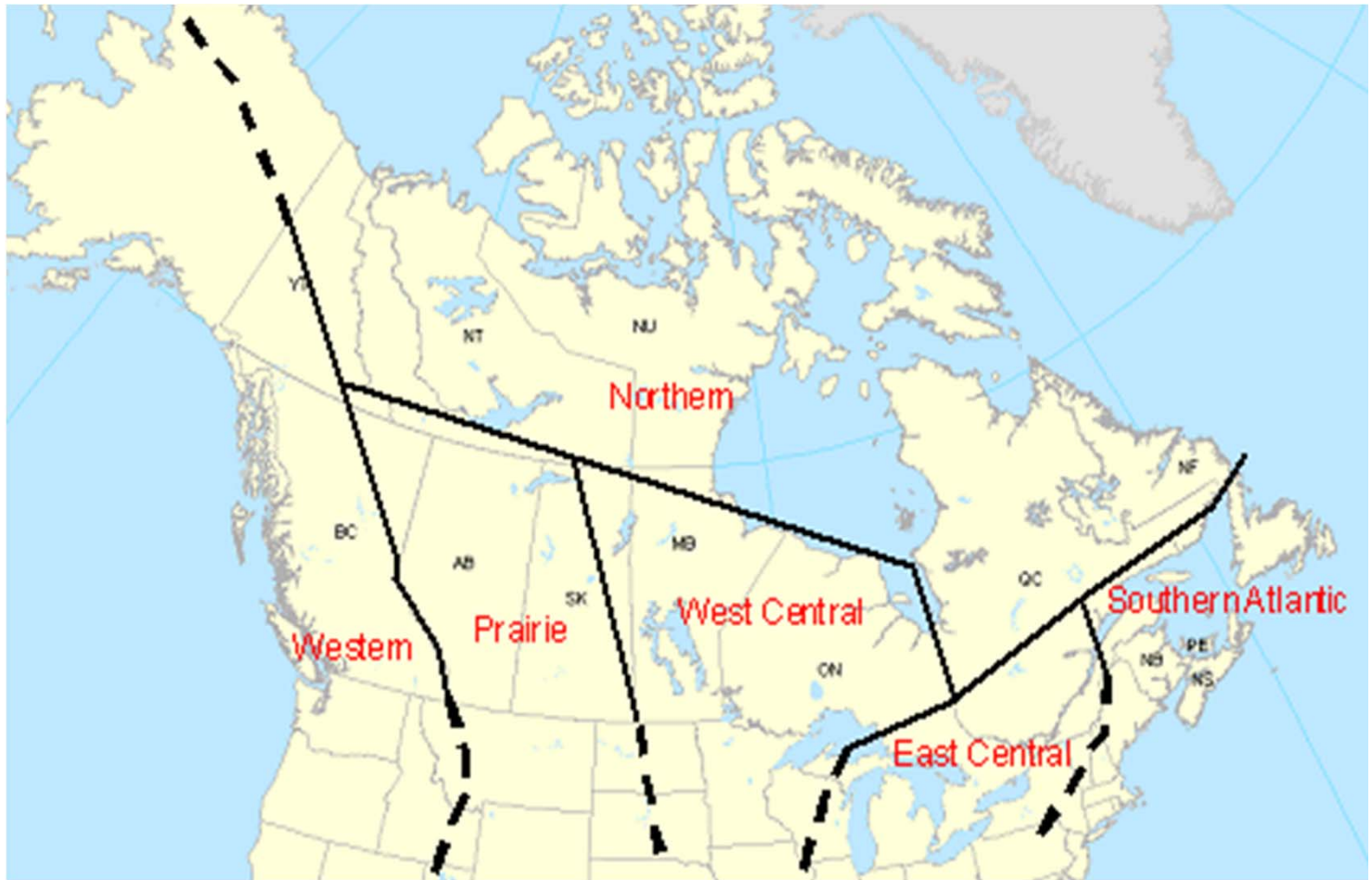


Air Pollution Triggers – Triggers are applied at the air zone level to prioritize local action on air quality

Level	Description of Air Quality	Examples of Proposed Action
Green	Low pressure on air quality in relatively undeveloped or pristine areas	Air quality surveillance and reporting
Yellow	Air Quality under pressure deteriorated as result of industrial emissions , transportation, residential, transboundary, ...	Determine if transboundary air quality issues are at play Inventory of relevant sources
Red	Encroachment Air quality significantly degraded; ambient pollution levels approaching ambient air quality standards	Public notification Develop and implement actions plans
Black	Non-achievement Ambient air quality above the standards	Enhanced emission inventories Enhanced action plans Federal/provincial engagement as appropriate



Proposed Regional Airsheds



Base-Level Industrial Emissions Requirements (BLIERs)

- May be quantitative or qualitative performance requirements defined for an individual source or piece of equipment, for a facility, a specific process or fuel-type or any combination of the above
- Are intended to reflect requirements for industrial emissions in areas where ambient air quality standards are being met - they result in “good” performance and are not intended to achieve all emission reductions needed to meet CAAQS
- Provinces would be responsible to implement additional measures that could affect further industrial facilities as part of air zone management
 - Could factor in economic and competitiveness considerations into their decision making process
 - Depends on age and/or extent to which facilities currently have control technologies installed



In closing...

- The federal government is committed to reducing air emissions by focussing on key domestic sources including transportation, products, industry and transboundary emissions
- We are continuing to work with our international and domestic partners going forward

