

Environment and Climate Change Canada (ECCC)
Vehicle and Engine Emissions program

CONTENTS

Information on the Vehicle and Engine Emissions program	4
Changes under the Single Window Initiative	4
Definitions/Acronyms	5
Frequently asked questions	7
1) Why does Environment Canada regulate and monitor these importations?	7
2) Which On-Road Vehicles and Engines must comply with the regulations?	7
3) How does Livingston know if your import is subject to VEE?	7
4) Which HS Classification numbers are subject to the VEE Program?	7
5) Which Goods do not require SWI Data to be entered at the time of release?	8
6) How does CBSA transmit information to ECCC Using SWI?	8
7) What is an “on Road Vehicle”?	8
8) Which on Road Vehicles and Engines are excluded from the regulations?	8
9) What is the difference between Spark Ignition (SI) and Compression Ignition (CI) engine?	8
10) What is an “Off-Road Compression-Ignition Engine”?	9
11) What is an “Off-Road Small Spark-Ignition Engine”?	9
12) Which categories of off-road small spark-ignition engines are excluded from the Regulations?	9
13) What is a National Emissions Mark?	9
14) What is an EPA certification?	10
15) What are “Bulk Declarations” for imported Engines, Vehicles, Vessels and Machines?	10
17) What is an Off-Road Recreational Vehicle?	11
18) What is a Handheld machine?	11
19) Are RIV and VEE requirements the same?	11
20) What documentation or information do I require to import on Road Vehicles and engines that are subject to the regulations?	12
21) What is an affirmation of compliance?	12
22) What information do we need from the Manufacturer of a Vehicle or an engine?	12
23) What are the different coded class of vehicles?	13
24) What are the different coded class of engines?	13
25) What is a “Model” when referring to a vehicle?	13
26) What is a model?	13
27) What is a make?	13
28) What is a Model Year?.....	13

29) What is an engine identification number?..... 14

30) What do the Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations pertain to? 14

31) What information do we need from the Manufacturer of a Vehicle or an engine? 14

32) What are Marine Spark-Ignition Engines? 14

Additional Links to Emissions related Information 14

Contact Livingston..... 15

Information on the Vehicle and Engine Emissions program

The Vehicle and Engine Emissions Program (VEE) under the Single Window Initiative (SWI) is a program controlled collaboratively by both the Canada Border Services Agency (CBSA) and Environment and Climate Change Canada (ECCC). It is aimed at reducing the contribution to air pollution caused by on-road and off-road vehicles, engines and machines in Canada through the implementation of emission performance standards and test procedures for vehicles and engines being imported into Canada.

The standards and test procedures are closely aligned with those of the U.S. Environmental Protection Agency (EPA). Therefore, products certified for sale in the U.S. are, for the most part, eligible for import and sale in Canada.

Canada has introduced several regulations under the authority of the Canadian Environmental Protection Act, 1999 (CEPA), to help reduce air pollutants and greenhouse gas emissions from vehicles and engines.

Goods that are subject to Environment Canada's Vehicle and Engine Emissions program are governed by one or more of the following emission regulations:

- [On-Road Vehicle and Engine Emission Regulations](#)
- [Off-Road Compression-Ignition Engine Emission Regulations](#)
- [Off-Road Small Spark-Ignition Engine Emission Regulations](#)
- [Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations](#)

These regulations, and links to various related information and guidance documents, are found in the section entitled "[Additional Links to Emissions related Information](#)" of this document.

Changes under the Single Window Initiative

Until the CBSA's Single Window Initiative (SWI) came into force companies importing vehicles, engines, vessels or machines were required to submit signed declarations with a statement of conformity to Environment and Climate Change Canada (ECCC), prior to import.

Under SWI a separate declaration to ECCC is not required. Release requests for vehicles, engines, vessels and machines may be provided to the CBSA electronically by submitting an Integrated Import Declaration (IID) (Service option 911), along with the different sets of data elements required by ECCC depending on which vehicles, vessels or engines are being imported.

CBSA will transmit applicable data elements directly to the ECCC for their review and retention.

Definitions/Acronyms

CEPA	The Canadian Environmental Protection Act. CEPA is an Act respecting pollution prevention and the protection of the environment and human health in order to contribute to sustainable development.
CFR	The Code of Federal Regulations of the United States, as amended from time to time. It's used throughout CEPA in reference to similar Canadian standards.
Company	A person who: (a) Is engaged in the business of manufacturing engines, vehicles, vessels or machines in Canada; (b) Is engaged in the business of selling to other persons, for the purpose of resale by those persons, engines, vehicles, vessels or machines obtained directly from a person described in paragraph (a) or the agent of such person; or (c) Imports any engine, vehicle, vessel or machine into Canada for the purpose of sale.
Diesel engine	A type of engine that has operating characteristics significantly similar to those of the theoretical diesel combustion cycle. The non-use of a throttle during normal operation is indicative of a diesel engine.
Engine	Within the on-road vehicles and engines regulations, an engine means any prescribed internal combustion engine but does not include an engine designed to propel an aircraft, rolling stock or a marine compression-ignition engine rated at 37 kW or more and is designed to propel a vessel.
EPA	The United States Environmental Protection Agency (EPA).
EPA certificate	A certificate of conformity to U.S. federal standards issued by the EPA under Title 40, chapter I, subchapter C, part 86, of the CFR.
GVWR	The gross vehicle weight rating specified by a manufacturer as the maximum design loaded weight of a single vehicle.
Heavy-duty engine	An engine designed to be used for motive power in a heavy-duty vehicle, other than a medium-duty passenger vehicle, Class 2B vehicle or Class 3 vehicle.
Heavy-duty vehicle	An on-road vehicle with a GVWR of more than 3,856 kgs (8,500 lbs), a curb weight of more than 2,722 kgs (6,000 lbs) or a basic vehicle frontal area in excess of 4.2 m ² (45 sq.ft.). Definition also applies to " incomplete heavy-duty vehicles ".
Light-duty vehicles	An on-road vehicle designed primarily for the transportation of persons, with a designated seating capacity of not more than 12 persons.
Light and heavy light-duty trucks	<ul style="list-style-type: none">• Light-duty truck 1 is a light light-duty truck that has a loaded vehicle weight of 1,701kgs (3,750 lbs) or less.• Heavy light-duty truck is a light-duty truck 3 or a light-duty truck 4 that has a GVWR of more than 2,722kg (6,000 lbs).

Light trucks of various weights and types are described in the “Interpretations” section of the regulations at: <https://laws-lois.justice.gc.ca/eng/regulations/sor-2003-2/page-1.html#h-701209>.

Machine	Anything, including a vehicle, device, appliance or implement, powered by a prescribed engine.
Medium-duty passenger vehicles	<p>A heavy-duty vehicle that has a GVWR of less than 4,536 kg (10,000 lb) and is designed primarily for the transportation of persons, but does <u>not include</u> any vehicle that:</p> <p>(a) is an incomplete truck because it does not have a primary load carrying device or container attached;</p> <p>(b) has a seating capacity of more than 12 persons;</p> <p>(c) is designed to seat more than 9 persons behind the driver; or</p> <p>(d) is equipped with an open cargo area (for example, a pick-up truck box or bed) of 183 cm (72 in.) in interior length or more or with a covered box not readily accessible from the passenger compartment.</p>
Model year	The year, as determined under section 5 of the On-Road Vehicle and Engine Emission Regulations, that is used by a manufacturer to designate a model of vehicle or engine.
Off-road engine	An engine that is designed to be or is capable of being carried or moved; <u>or</u> is used or designed to be used in or on a machine.
Off-road small spark-ignition engines	<p>Are those engines that:</p> <p>(a) operate under characteristics significantly similar to the theoretical Otto combustion cycle;</p> <p>(b) use a spark plug or other sparking device; and</p> <p>(c) develop no more than 19 kW of power measured at the crankshaft, or its equivalent, when equipped only with standard accessories (such as oil pumps or coolant pumps) necessary for their operation.</p>
On-road motorcycles	An on-road vehicle with a headlight, taillight and stoplight that has two or three wheels and a curb weight of 793 kg (1,749 lbs) or less. Additional classes of motorcycles are further defined in the On-Road Vehicle and Engine Emission Regulations.
Tractor	A heavy-duty vehicle that has a GVWR of more than 11,793 kg (26,000 lbs) and that is manufactured primarily for pulling a trailer but not for carrying cargo other than cargo in the trailer.
Vehicle	Any prescribed self-propelled vehicle, but does not include an aircraft, rolling stock or a vessel with a marine compression-ignition engine rated at 37 kW or more, for the purpose of propulsion.
Class 2B and Class 3 vehicles	<ul style="list-style-type: none">• Class 2B vehicle is a heavy-duty vehicle that has a GVWR of more than 3,856 kg (8,500 lbs) but less than or equal to 4,536 kg (10,000 lbs).• Class 3 vehicle means a heavy-duty vehicle that has a GVWR of more than 4,536 kg (10,000 lbs) but less than or equal to 6,350 kg (14,000 lbs).
Vessel	A boat, ship or craft, in which a fuel line or fuel tank is installed, designed to be propelled by a prescribed engine.
VIN	Vehicle Identification Number. Since 1981, it is expressed as a 17-character serial number. Each of the positions in a VIN describes a specific aspect of the vehicle.

Frequently asked questions

1) Why does Environment Canada regulate and monitor these importations?

The purpose regulating the import of On-Road Vehicle and Engine Emissions under the [Canadian Environmental Protection Act, 1999](#) (CEPA), and the related regulations are to:

- a) Reduce emissions of hydrocarbons, carbon monoxide, oxides of nitrogen, formaldehyde and particulate matter from on-road vehicles and engines by establishing emission limits for those substances;
- b) Reduce emissions of certain toxic substances through the establishment of emission limits and
- c) Establish emission standards and test procedures for on-road vehicles and engines that are aligned with those of the EPA (in the U.S.).

The regulations define the prescribed classes of on-road vehicles and engines that must comply with CEPA, as well as the requirements respecting the conformity with CEPA emission standards.

2) Which On-Road Vehicles and Engines must comply with the regulations?

The import requirements under CEPA apply to the following regulated engines, vehicles, vessels and machines:

- Light-duty vehicles including light trucks – various types – see regulations;
- Medium-duty passenger vehicles;
- Class 2b and class 3 vehicles;
- Heavy-duty vehicles and heavy-duty engines;
- On-road motorcycles;
- Passenger automobiles;
- Vocational vehicles such as school or intercity buses, freight, service, cement, and dump trucks;
- Tractors;
- Heavy-duty incomplete vehicles;
- Off-road compression-ignition engines;
- Off-road small spark-ignition engines rated up to 19 kw (25hp);
- Spark-ignited outboard engines, inboard engines and personal watercraft engines;
- A vessel, in which a fuel line or fuel tank is installed;
- Snowmobiles, all-terrain vehicles, utility vehicles, and off-road motorcycles; and
- Incomplete engines and vehicles of the above regulated classes of vehicles and engines.

3) How does Livingston know if your import is subject to VEE?

When we are alerted by the classification number to possible VEE program regulated goods, we will start by searching reviewing the description of the goods and the applicable regulations.

4) Which HS Classification numbers are subject to the VEE Program?

The HS Classification numbers for the VEE Program encompass hundreds of classification numbers found both in Chapters 84 and 87. Since hundreds of engines and vehicles are subject to the VEE program based on the classification, the Vehicle and Engine Emissions Program within the Data Element Matching Criteria Tables.

Environment and Climate Change Canada (ECCC) must be consulted to see if a specific HS Classification number is regulated at: <https://www.cbsa-asfc.gc.ca/prog/sw-qu/regcom-marreg/eccc-eccc-eng.html>.

5) Which goods do not require SWI data to be entered at the time of release?

Certain vehicles and engines are targeted by ECCC by HS classification number, however under SWI a CBSA recognized code is transmitted rather than entering data to indicate that either the goods are not regulated or that an importer is authorized by ECCC to use periodic (bulk) reporting or apply a National Emissions Mark.

These codes are as follows:

- XE05 – The Importer has authorization to apply the National Emissions Mark (NEM) by ECCC and the NEM is applied to their goods
- XE06 – The Importer has bulk reporting approval from ECCC
- XE99 goods are not subject to any of the Vehicle and Engine Emissions Program regulations

6) How does CBSA transmit information to ECCC using SWI?

When a SWI submission is received by the CBSA, the CBSA will transmit applicable data elements directly to the ECCC for their review and retention. This allows ECCC to receive the data in real time, allowing the department to engage with stakeholders as needed.

SWI reduces the number of paper declarations to be submitted to ECCC and facilitates compliance with regulatory requirements. SWI also provides the added benefit of reducing the effort to produce mandatory annual reports required for certain regulations.

7) What is an “On-Road Vehicle”?

The On-Road Vehicle and Engine Emission Regulations define an **on-road vehicle** as a self-propelled vehicle designed for or capable of transporting persons, property, material or permanently or temporarily affixed apparatus on a highway, but does not mean a vehicle that:

- Cannot exceed a speed of 40 km/h (25 mph) on a level paved surface;
- Lacks features customarily associated with safe, practical highway use such as a reverse gear, unless the vehicle is a motorcycle, a differential, or safety features required by federal or provincial laws;
- Exhibits features that render its use on a highway unsafe, impractical, or highly unlikely, such as tracked road contact means or inordinate size; or
- Is a military vehicle designed for use in combat or combat support.

8) Which on-Road Vehicles and Engines are excluded from the regulations?

Exceptions are provided for certain imports of vehicles, vessels and engines under the following conditions:

- d) The company or person importing the engine, vehicle, vessel or machine makes a declaration that the goods will be used in Canada solely for purposes of exhibition, demonstration, evaluation or testing;
- e) The engine, vehicle, vessel or machine is in transit through Canada and is accompanied by written evidence establishing that the vehicle, engine, vessel or machine will not be sold or used in Canada; or
- f) The engine, vehicle, vessel or machine is being imported exclusively for use by a visitor to Canada or by a person passing through Canada to another country.

9) What is the difference between Spark Ignition (SI) and Compression Ignition (CI) engine?

The main difference between Spark Ignition (SI) and Compression Ignition (CI) engines is the type of fuel used in each. In SI engines gasoline is usually used as fuel. In CI engines, diesel is used as fuel. In (CI) engines, the fuel is self-ignited as it is injected into air that has been heated by compression. In (SI) engines, the fuel is ignited by sparking-plugs.

10) What is an “Off-Road Compression-Ignition Engine”?

An “Off-road engine” is an engine that that is designed to be used by itself and that is capable of being carried or moved; or one that is designed to be used in or on a machine that:

- Is designed to be or is capable of being carried or moved,
- Is self-propelled,
- Serves a dual purpose by both propelling itself and performing another function, or
- Is designed to be propelled while performing its function.

Since these are CI engines, they are diesel. For example, a diesel lawn mower, or a portable diesel generator would be subject to the Off-Road Compression-Ignition Engine Regulations. SWI data would be required.

11) What is an “Off-Road Small Spark-Ignition Engine”?

An “Off-road engine” is an engine that that is designed to be used by itself and that is capable of being carried or moved; or one that is designed to be used in or on a machine that:

- Is designed to be or is capable of being carried or moved,
- Is self-propelled,
- Serves a dual purpose by both propelling itself and performing another function, or
- Is designed to be propelled while performing its function.

Since these are Spark Ignition engines, they are powered by gasoline.

For example, a gasoline powered lawn mower, or a portable gas generator would be subject to the Off-Road Compression-Ignition Engine Regulations. SWI data would be required.

12) Which categories of off-road small spark-ignition engines are excluded from the Regulations?

- a) Designed exclusively for competition, namely one that has the following characteristics, and bears a label that meets the requirements of subsections 17.2(3) and (4) and indicates that the engine is a competition engine: i) its performance characteristics are substantially superior to non-competition engines, and ii) it is not displayed for sale in any public dealership or otherwise offered for sale to the general public;
- b) Regulated by the on-road vehicle and engine emission regulations;
- c) Regulated by the marine spark-ignition engine, vessel and off-road recreational vehicle emission regulations;
- d) Designed to be used in reduced-scale models of vehicles that are not capable of transporting a person;
- e) Designed to be used exclusively in emergency and rescue machines and that bears either a label to that effect and that meets the requirements set out in subsections 17.2(3) and (4) or the U.S. label referred to in paragraph 660(c) of subpart G of CFR 1054;
- f) Designed to be used exclusively in military machines that are used only in combat or combat support during military activities, including reconnaissance missions, rescue missions and training missions and that bears either a label to that effect and that meets the requirements set out in subsections 17.2(3) and (4) or the U.S. emission control information label referred to in paragraph 225(e) of subpart C of CFR 1068;
- g) Being exported and that is accompanied by a written statement establishing that it will not be used or sold for use in Canada; or
- h) Covered by the EPA certificate referred to in section 615 of subpart G of CFR 1054 and that bears the U.S. emission control information label that is set out in subchapter U, part 1048, subpart B, section 135 of the CFR.

13) What is a National Emissions Mark?

The NEM (below) is a standardized mark applied to engines to signify that they comply with National Emissions standards in Canada. Under the CEPA and related regulations, companies are not allowed to transport engines that

are manufactured in Canada between provinces or territories unless the engine has a national emissions mark (NEM) applied.

Imported engines however are not required to have the NEM applied. Companies that are authorized to use the NEM may apply the mark to imported engines that comply. Engines that comply with United States Environmental Protection Agency (EPA) standards as set out in the Code of Federal Regulations



14) What is an EPA certification?

It is an evidence of conformity to EPA (the United States Environmental Protection Agency) and the vehicle or engine bears the EPA emission control information label.

15) What are “Bulk Declarations” for imported Engines, Vehicles, Vessels and Machines?

Any company that imports a high volume of regulated goods in a calendar year may provide the importation information on a periodic basis (i.e., bulk declarations or bulk reporting) rather than for each transaction. The volume threshold varies depending on the regulations. If choosing bulk reporting, a company must send a notice to ECCC to inform its intention to use bulk declarations. The company must later provide the information required in an importation declaration to ECCC for all the products imported during the specified period. For importation of incomplete vehicles or engines that are subject to CEPA, a company must submit to ECCC a declaration that contains the information referenced in the applicable regulations along with a statement.

Alternatively, individuals may submit information about importation of regulated products through the CBSA's SWI. Importers who choose SWI do not need to submit a separate declaration to ECCC (i.e., transactional or bulk) since the report will be submitted to ECCC at the time of each importation.

Bulk reporting thresholds are as follows:

- 500 for any combination of marine engines, vessels or off-road recreational vehicles; for vehicles regulated by transport Canada,
- Appendix F Pre-clearance Program is for Canadian commercial importers who import over 2,500 vehicles per year and
- Appendix G Pre-clearance Program is for Canadian commercial importers who import less than 2,500 vehicles per year from foreign manufacturers. These must be from vehicle classes registered in the program.

The Regulations specifies that any company that imports at least 500 of any combination of marine engines, vessels or off-road recreational vehicles in a calendar year may provide the importation information required "in a form and manner that is satisfactory to the Minister."

It may be convenient for a company to choose to submit bulk declaration reports to ECCC. If choosing this option, a company must send a notice to the Director of the Transportation Division to inform ECCC of its intention to use bulk declarations.

The notice must contain the following information:

- Company name;
- Business number;
- Classes of engines, vessels or vehicles to be imported into Canada, as well as the applicable models;
- Estimated annual quantity of engines, vessels or vehicles to be imported into Canada;
- Estimated frequency of importations (e.g., 1 shipment/year, 1 shipment/month) and estimated period of importation for each class of engines, vessels or vehicles (e.g., January to May, April to September, or throughout the year); and
- Desired frequency of bulk declarations.

A company that has received acknowledgement from Environment Canada indicating that bulk declarations are appropriate may then submit reports at the frequency stated in the acknowledgement.

There is no specified printed form for the bulk declarations.

<https://www.canada.ca/en/environment-climate-change/services/canadian-environmental-protection-act-registry/publications/marine-engine-regulations-technical-guidance/chapter-10.html#X-201111240845546>

16) If an Importer is a Bulk Reporter, do they still need to provide data at the time of import?

If an importer is authorized for bulk reporting for any of the 4 programs, Livingston can update your tariff base against each imported item so that no additional data elements will be required.

On the rare occasion that an importer bulk reports for all programs and no regulated parts are ever imported, Livingston can set a default to automatically select bulk reporting for all commodities regulated under the VEE program. However, this is rare as most companies import a few regulated goods that are not under bulk reporting.

17) What is an Off-Road Recreational Vehicle?

Off-road recreational vehicles consist of four classes of vehicles per regulation:

1. Off-road motorcycle means a two-wheeled vehicle that is equipped with a seat.
2. Snowmobile means a vehicle, including a vehicle that can be converted into a snowmobile, that has a maximum width of 1.5 m and is designed primarily for travel on snow.
3. All-terrain vehicle means a land-based or amphibious vehicle, other than a utility vehicle, that is designed to travel on three or four low-pressure tires, is equipped with a seat designed to be straddled and with handlebars for steering, and is designed to be used by a single operator and no passengers; or has three or more wheels and one or more seats, is designed for operation over rough terrain, is designed for transportation, and has a maximum vehicle speed of at least 40 km/h.
4. Utility vehicle means a vehicle that is designed for operation over rough terrain and that has at least four wheels and seating for at least two persons; has an engine displacement of at most 1000 cm³, a maximum engine brake power of at most 30 kW, and a maximum vehicle speed of at least 40 km/h; and has either a rear payload of at least 159 kilograms (kg) or seating for at least six passengers.

18) What is a Handheld machine?

Means a machine, other than a bicycle powered by a bicycle engine, that:

- a) is designed to be carried by the operator during its use;
- b) is designed to operate in more than one position during its use;
- c) has a dry weight of less than 16 kg, has no more than two wheels, and is designed to be carried or supported by the operator during its use;
- d) in the case of a vehicle, is designed to be used for recreational purposes and has a dry weight of less than 20 kg;
- e) is powered by an engine that has a total displacement equal to or less than 80 cm³;
- f) is an auger that has a dry weight of less than 22 kg; or
- g) is a jackhammer or compactor that is designed to be supported by the operator. (machine portative)

19) Are RIV and VEE requirements the same?

No, the Registrar of Imported Vehicles (RIV) Program refers to the national certification program established by Transport Canada that ensures qualifying vehicles purchased at the retail level in the US are modified, inspected, and certified to comply with means Canadian Motor Vehicle Safety Standards (CMVSS).

The CBSA office at the point of entry will process the import of vehicles into Canada and assist Transport Canada with the administration of the Motor Vehicle Safety Act and the Motor Vehicle Safety Regulations by administering and enforcing the conditions under which new and used vehicles may be imported at CBSA points of entry.

The RIV Program is concerned mainly with regulating imports of vehicles to reduce the risk of death, injury, and damage to property and the environment, whereas the VEE Program deals mainly with regulation of engine emissions and includes regulation of certain goods that are not vehicles and not regulated by TC.

20) What documentation or information do I require to import on Road Vehicles and engines that are subject to the regulations?

When imported goods match an HS classification number that is regulated under the VEE program, Livingston will require very specific information about the vehicle, engines or parts, to avoid delays at the border. If this information is available on the documentation and in your tariff base where possible, delays will be minimal. Information specific to individual vehicles or engines will differ with each import and must be provided on a transactional basis unless an importer is authorized for periodic or bulk reporting.

Information to be provided includes:

- Vehicle/equipment/device model
- Vehicle/equipment/device brand/make
- Vehicle/equipment/device model year
- Vehicle/engine class
- Engine Manufacturer name
- Make of Engine or machine
- Model of Engine or machine
- Compliance Statement attesting to the importer's compliance
- Machine Manufacturer Name
- Model Year of Engine (must be provided in CCYY format) or Model Year machine
- Engine Power Rating (the value and unit of measure of KW or HP)
- VIN (Vehicle Identification Number)
- Engine Identification No.
- Name of Engine Family
- Test Group Name if applicable for On Road Vehicles, Engines and Equipment)
- Evaporative Family name

21) What is an affirmation of compliance?

Livingston must transmit a specific code as an Affirmation of Statement Compliance for Incomplete Vehicles or Engines. These statements attest to the fact that the imported goods will comply with requirements for specific marking or conformity with EPA requirements.

- EC04 - Incomplete Vehicles or Engines for on road vehicles
- EC09 – Incomplete Off-Road Compression-Ignition engines
- EC12, - Incomplete Off-Road Small Spark Ignition Engines
- EC16 - Incomplete Engines for vessels or RVs

22) What information do we need from the Manufacturer of a Vehicle or an engine?

For importation of incomplete vehicles or engines regulated under CEPA, a company must submit to ECCC a declaration that contains the information referenced in the applicable regulations along with a statement:

- from the manufacturer stating that, when the engine or the main assembly of the vehicle, vessel or machine is completed in accordance with instructions provided by the manufacturer, the engine, vehicle, vessel or machine will conform to the standards prescribed under the regulations; and
- from the company stating that the engine, vehicle, vessel or machine will be completed in accordance with the instructions provided by the manufacturer.

We also require information on the vehicle being imported such as the Gross Vehicle Weight Rating (GVWR) and model year of a vehicle or an engine.

The VEE program always requires the manufacturer information as the PGA party.

Manufacturers must attest that their vehicle / engine is in compliance with the VEE regulations. This is done by either marks, attestations, or proof of compliance.

23) What are the different coded class of vehicles?

1. EC05 – Light-Duty Vehicle
2. EC06 – Light Duty Truck
3. EC07 – Medium-Duty Passenger Vehicle
4. EC08 – On-Road Motorcycles
5. EC09 – Heavy-Duty Class 2B Vehicles with installed engine
6. EC10 – Heavy-Duty Class 3B Vehicles with installed engine
7. EC11 – Heavy-Duty Vocational Vehicles with Installed engine
8. EC12 – Heavy-Duty Tractors with installed Engine
9. EC13 – Incomplete Vehicles

24) What are the different coded class of engines?

1. EC25 – Vessels with installed marine engine
2. EC26 – Vessels without marine engine
3. EC27 - Snowmobiles
4. EC28 – All-terrain vehicles
5. EC29 – Utility vehicles
6. EC31 – Off-Road Motorcycles
7. EC32 – Incomplete Vehicles

25) What is a “Model” when referring to a vehicle?

The "Model" is the name or type of vehicle, while the "Make" refers to the manufacturer of the vehicle.

26) What is a model?

A model means the name that a manufacturer applies to a family of vehicles of the same class, make, line, series and body type.

27) What is a make?

Means the name that a manufacturer applies to a group of vehicles.

28) What is a Model Year?

Under Section 5 of the On-Road Vehicle and Engine Emission Regulations, the model year means the year used by a manufacturer to designate a model of vehicle or engine.

1. A year that is used by a manufacturer of an engine as a model year shall
 - a) if the period of production of a model of engine does not include January 1 of a calendar year, correspond to the calendar year during which the period of production falls or the calendar year following that calendar year, at the manufacturer's choice; or
 - b) if the period of production of a model of engine includes January 1 of a calendar year, correspond to that calendar year.

2. The period of production of a model of engine shall include only one January 1.

29) What is an engine identification number?

This is separate from the vehicle identification number only specific and stamped on the engine itself. This is usually used for engine shipments only.

30) What do the Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations pertain to?

The Regulations prescribe emission-related standards for the different classes of marine spark-ignition engines, vessels and off-road recreational vehicles, and stipulate the requirements respecting conformity of these products with the Regulations.

In other words, the regulations are applicable to certain boats, vessels, and watercraft or engines for certain boats/vessels/water craft; or

Off-road recreational vehicles such as off-road motorcycles, snowmobiles, all-terrain vehicles (ATVs) and utility vehicles (UVs).

31) What information do we need from the Manufacturer of a Vehicle or an engine?

For importation of incomplete vehicles or engines regulated under CEPA, a company must submit to ECCC a declaration that contains the information referenced in the applicable regulations along with a statement:

- i. from the manufacturer stating that, when the engine or the main assembly of the vehicle, vessel or machine is completed in accordance with instructions provided by the manufacturer, the engine, vehicle, vessel or machine will conform to the standards prescribed under the regulations; and
- ii. from the company stating that the engine, vehicle, vessel or machine will be completed in accordance with the instructions provided by the manufacturer.

32) What are Marine Spark-Ignition Engines?

Marine spark-ignition engines prescribed under the regulations are outboards, inboard engines, and personal watercraft engines. These engines are used or are capable of being used to propel a vessel. Marine spark-ignition engines operate under characteristics significantly similar to the theoretical Otto combustion cycle and use a spark plug or other sparking device.

An Inboard engine is in relation to a vessel, includes a stern drive (also known as an inboard/outboard engine) and a jet boat engine, but does not include a personal watercraft engine.

- A "Conventional inboard engine" is an inboard engine rated at 373 kW at most.
- A "High-performance inboard engine" means an inboard engine that is rated at more than 373 kW and has design features to enhance power output, such that the expected operating time until rebuild is less than 480 hours.

An outboard engine means an assembly of a spark-ignition engine and drive unit used to propel a vessel from a properly mounted position external to the hull of the vessel. An outboard drive unit is partially submerged during operation and can be tilted out of the water when not in use.

Additional Links to Emissions related Information

- [Canadian Environmental Protection Act, 1999.](#)
- [D19-7-4: "Importation of Engines, Vehicles, Vessels and Machines](#)
- [Guidance Document for Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations](#)
- [Guidance document on Off-Road Compression-Ignition Engine Emission Regulations Chapter 5](#)

- [Guidance document on Off-Road Compression-Ignition Engine Emission Regulations: Chapter 6](#)
- [Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations](#)
- [Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations guidance document](#)
- [Importing motorcycles under the On-Road Vehicle and Engine Emission Regulations: quick guide](#)
- [Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations;](#)
- [Marine spark-ignition engine regulations technical guidance](#)
- [Notice of Defect Handbook \(2015\)](#)
- [Off-Road Compression-Ignition Engine Regulations](#)
- [Off-Road Small Spark-Ignition Engine Emission Regulations;](#)
- [On-Road Vehicle and Engine Emission Regulations;](#)
- [Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations.](#)

Contact Livingston

Have more questions?

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