

Appendix I

SOLVENT MANAGEMENT PLAN

Introduction

1. This appendix to the annex on limit values for emissions of non-methane volatile organic compounds (NMVOCs) from stationary sources provides guidance on carrying out a solvent management plan. It identifies the principles to be applied (para. 2), provides a framework for the mass balance (para. 3) and provides an indication of the requirements for verification of compliance (para. 4).

Principles

2. The solvent management plan serves the following purposes:
(a) Verification of compliance, as specified in the annex; and
(b) Identification of future reduction options.

Definitions

3. The following definitions provide a framework for the mass balance exercise:

(a) Inputs of organic solvents:

I1. The quantity of organic solvents or their quantity in preparations purchased that are used as input into the process in the time frame over which the mass balance is being calculated.

I2. The quantity of organic solvents or their quantity in preparations recovered and reused as solvent input into the process. (The recycled solvent is counted every time it is used to carry out the activity.)

(b) Outputs of organic solvents:

O1. Emission of NMVOCs in waste gases.

O2. Organic solvents lost in water, if appropriate taking into account waste-water treatment when calculating O5.

O3. The quantity of organic solvents that remains as contamination or residue in output of products from the process.

O4. Uncaptured emissions of organic solvents to air. This includes the general ventilation of rooms, where air is released to the outside environment via windows, doors, vents and similar openings.

O5. Organic solvents and/or organic compounds lost due to chemical or physical reactions (including, for example, those that are destroyed, e.g. by incineration or other waste-gas or waste-water treatments, or captured, e.g. by adsorption, as long as they are not counted under O6, O7 or O8).

O6. Organic solvents contained in collected waste.

O7. Organic solvents, or organic solvents contained in preparations, that are sold or are intended to be sold as a commercially valuable product.

O8. Organic solvents contained in preparations recovered for reuse but not as input into the process, as long as they are not counted under O7.

O9. Organic solvents released in other ways.

Guidance on use of the solvent management plan for verification of compliance

4. The use of the solvent management plan will be determined by the particular requirement which is to be verified, as follows:

(a) Verification of compliance with the reduction option mentioned in paragraph 6 (a) of the annex, with a total limit value expressed in solvent emissions per unit product, or as otherwise stated in the annex.

(i) For all activities using the reduction option mentioned in paragraph 6 (a) of the annex, the solvent management plan should be put into effect annually to determine consumption. Consumption can be calculated by means of the following equation:

$$C = I1 - O8$$

A parallel exercise should also be undertaken to determine solids used in coating in order to derive the annual reference emission and the target emission each year;

(ii) For assessing compliance with a total limit value expressed in solvent emissions per unit product or as otherwise stated in the annex, the solvent management plan should be put into effect annually to determine emission of NMVOCs. Emission of NMVOCs can be calculated by means of the following equation:

$$E = F + O1$$

Where F is the fugitive emission of NMVOC as defined in subparagraph (b) (i) below. The emission figure should be divided by the relevant product parameter;

(b) Determination of fugitive emission of NMVOCs for comparison with fugitive emission values in the annex:

(i) Methodology: The fugitive emission of NMVOC can be calculated by means of the following equation:

$$F = I1 - O1 - O5 - O6 - O7 - O8$$

or

$$F = O2 + O3 + O4 + O9$$

This quantity can be determined by direct measurement of the quantities. Alternatively, an equivalent calculation can be made by other means, for instance by using the capture efficiency of the process.

The fugitive emission value is expressed as a proportion of the input, which can be calculated by means of the following equation:

$$I = I1 + I2$$

(ii) Frequency: Fugitive emission of NMVOCs can be determined by a short but comprehensive set of measurements. This need not to be done again until the equipment is modified.

Appendix II

REDUCTION SCHEME

Principles

1. The purpose of the reduction scheme is to allow the operator the possibility to achieve by other means emission reductions equivalent to those achieved if the limit values were to be applied. To that end the operator may use any reduction scheme specially designed for his installation, provided that in the end an equivalent emission reduction is achieved. Parties shall report on progress in achieving the same emission reduction, including experience with the application of the reduction scheme.

Practice

2. If applying coatings, varnishes, adhesives or inks, the following scheme can be used. Where it is inappropriate, the competent authority may allow an operator to apply any alternative exemption scheme which it is satisfied fulfils the principles outlined here. The design of the scheme takes into account the following facts:

(a) Where substitutes containing little or no solvent are still under development, a time extension must be given to the operator to implement his emission reduction plans;

(b) The reference point for emission reductions should correspond as closely as possible to the emissions that would have resulted had no reduction action been taken.

3. The following scheme shall operate for installations for which a constant solid content of product can be assumed and used to define the reference point for emission reductions:

(a) The operator shall forward an emission reduction plan which includes in particular decreases in the average solvent content of the total input and/or increased efficiency in the use of solids to achieve a reduction of the total emissions from the installation to a given percentage of annual reference emissions, termed the target emission. This must be done in the following time frame:

Time period		Maximum allowed total annual emissions
New installations	Existing installations	
By 31.10.2001	By 31.10.2005	Target emission x 1.5
By 31.10.2004	By 31.10.2007	Target emission

(b) The annual reference emission is calculated as follows:

(i) The total mass of solids in the quantity of coating and/or ink, varnish or adhesive consumed in a year is determined. Solids are all materials in coatings, inks, varnishes and adhesives that become solid once the water or the volatile organic compounds are evaporated;

(ii) The annual reference emissions are calculated by multiplying the mass determined as in subparagraph (i) by the appropriate factor listed in the table below. The competent authorities may adjust these factors for individual installations to reflect documented increased efficiency in the use of solids.

Activity	Multiplication factor for use in subparagraph (b) (ii)
Rotogravure printing; flexography printing; laminating as part of a printing activity; printing; varnishing as part of a printing activity; wood coating; coating of textiles, fabric, film or paper; adhesive coating	4
Coil coating; vehicle refinishing	3
Food contact coating; aerospace coating	2.33
Other coatings and rotary screen printing	1.5

(iii) The target emission is equal to the annual reference emission multiplied by a percentage equal to:

- (The fugitive emission value + 15), for installations in the following sectors:
- Vehicle coating (solvent consumption < 15 Mg/year) and vehicle refinishing;
- *Metal, plastic, textile, fabric, film and paper coating (solvent consumption between 5 and 15 Mg/year);*
- Coating of wooden surfaces (solvent consumption between 15 and 25 Mg/year).
- (The fugitive emission value + 5) for all other installations;

(iv) Compliance is achieved if the actual solvent emission determined from the solvent management plan is less than or equal to the target emission.

Annex VII

TIMESCALES UNDER ARTICLE 3

1. The timescales for the application of the limit values referred to in article 3, paragraphs 2 and 3, shall be:

(a) For new stationary sources, one year after the date of entry into force of the present Protocol for the Party in question; and

(b) For existing stationary sources:

(i) In the case of a Party that is not a country with an economy in transition, one year after the date of entry into force of the present Protocol or 31 December 2007, whichever is the later; and

(ii) In the case of a Party that is a country with an economy in transition, eight years after the entry into force of the present Protocol.

2. The timescales for the application of the limit values for fuels and new mobile sources referred to in article 3, paragraph 5, and the limit values for gas oil referred to in annex IV, table 2, shall be:

(i) In the case of a Party that is not a country with an economy in transition, the date of entry into force of the present Protocol or the dates associated with the measures specified in annex VIII and with the limit values specified in annex IV, table 2, whichever is the later; and

(ii) In the case of a Party that is a country with an economy in transition, five years after the date of entry into force of the present Protocol or five years after the dates associated with the measures specified in annex VIII and with the limit values in annex IV, table 2, whichever is the later.

This timescale shall not apply to a Party to the present Protocol to the extent that that Party is subject to a shorter timescale with regard to gas oil under the Protocol on Further Reduction of Sulphur Emissions.

3. For the purpose of the present annex, "a country with an economy in transition" means a Party that has made with its instrument of ratification, acceptance, approval or accession a declaration that it wishes to be treated as a country with an economy in transition for the purposes of paragraphs 1 and/or 2 of this annex.

Annex VIII

LIMIT VALUES FOR FUELS AND NEW MOBILE SOURCES

Introduction

1. Section A applies to Parties other than Canada and the United States of America, section B applies to Canada and section C applies to the United States of America.
2. The annex contains limit values for NO_x, expressed as nitrogen dioxide (NO₂) equivalents, and for hydrocarbons, most of which are volatile organic compounds, as well as environmental specifications for marketed fuels for vehicles.
3. The timescales for applying the limit values in this annex are laid down in annex VII.

A. Parties other than Canada and the United States of America

Passenger cars and light-duty vehicles

4. Limit values for power-driven vehicles with at least four wheels and used for the carriage of passengers (category M) and goods (category N) are given in table 1.

Heavy-duty vehicles

5. Limit values for engines for heavy-duty vehicles are given in tables 2 and 3 depending on the applicable test procedures.

Motorcycles and mopeds

6. Limit values for motorcycles and mopeds are given in table 6 and table 7.

Non-road vehicles and machines

7. Limit values for agricultural and forestry tractors and other non-road vehicle/machine engines are listed in tables 4 and 5. Stage I (table 4) is based on ECE regulation 96, "Uniform provisions concerning the approval of compression-ignition (C.I.) engines to be installed in agricultural and forestry tractors with regard to the emissions of pollutants by the engine".

Fuel quality

8. Environmental quality specifications for petrol and diesel are given in tables 8 to 11.

Table 1. Limit values for passenger cars and light-duty vehicles

Category	Class	To be applied from ^{b/}	Reference mass (RW) (kg)	Limit values										
				Carbon monoxide		Hydrocarbons		Nitrogen oxides		Hydrocarbons and nitrogen oxides combined		Particulates ^{a/}		
				L1 (g/km)	L2 (g/km)	L3 (g/km)	L2+L3 (g/km)	L4 (g/km)	L4 (g/km)					
A	M ^{e/}	1.1.2001	All ^{f/}	Petrol	-	-	-	-	-	-	-	-	-	-
				Diesel	0.64	0.20	0.15	0.50	0.56	0.05				
					2.3	0.20	0.15	0.50	0.56	0.05				
	N ₁ ^{d/}	1.1.2002	RW 1305	Petrol	0.80	0.25	0.18	0.65	0.72	0.07				
				Diesel	0.80	0.25	0.18	0.65	0.72	0.07				
					4.17	0.25	0.18	0.65	0.72	0.07				
M ^{e/}	1.1.2002	1760 < RW	Petrol	0.95	0.29	0.21	0.78	0.86	0.10					
			Diesel	0.95	0.29	0.21	0.78	0.86	0.10					
				5.22	0.29	0.21	0.78	0.86	0.10					
N ₁ ^{d/}	1.1.2006 ^{f/}	RW 1305	Petrol	0.50	0.10	0.08	0.25	0.30	0.025					
			Diesel	0.50	0.10	0.08	0.25	0.30	0.025					
				1.0	0.10	0.08	0.25	0.30	0.025					
M ^{e/}	1.1.2007	1305 < RW	Petrol	0.63	0.13	0.10	0.33	0.39	0.04					
			Diesel	0.63	0.13	0.10	0.33	0.39	0.04					
				1.81	0.13	0.10	0.33	0.39	0.04					
M ^{e/}	1.1.2007	1760 < RW	Petrol	0.74	0.16	0.11	0.39	0.46	0.06					
			Diesel	0.74	0.16	0.11	0.39	0.46	0.06					
				2.27	0.16	0.11	0.39	0.46	0.06					

a/ For compression-ignition engines.

b/ The registration, sale or entry into service of new vehicles that fail to comply with the respective limit values shall be refused as from the dates given in this column and type approval may no longer be granted with effect from 12 months prior to these dates.

c/ Except vehicles whose maximum mass exceeds 2,500 kg.

d/ And those category M vehicles specified in note c.

e/ 1.1.2002 for those category M vehicles specified in note c.

f/ 1.1.2007 for those category M vehicles specified in note c.

g/ Until 1 January 2003 vehicles in this category fitted with compression-ignition engines that are non-road vehicles and vehicles with a maximum mass of more than 2,000 kg which are designed to carry more than six occupants, including the driver, shall be considered as vehicles in category N1, class III, in row A.

Table 2. Limit values for heavy-duty vehicles - European steady-state cycle (ESC) and European load-response (ELR) tests

Row	To be applied from ^{a/}	Carbon monoxide (g/kWh)	Hydrocarbons (g/kWh)	Nitrogen oxides (g/kWh)	Particulates (g/kWh)	Smoke (m ⁻¹)
A	1.10.2001	2.1	0.66	5.0	0.10 / 0.13 ^{b/}	0.8
B1	1.10.2006	1.5	0.46	3.5	0.02	0.5
B2	1.10.2009	1.5	0.46	2.0	0.02	0.5

a/ With effect from the given dates and except for vehicles and engines intended for export to countries that are not parties to the present Protocol and for replacement engines for vehicles in use, Parties shall prohibit the registration, sale, entry into service or use of new vehicles propelled by a compression-ignition or gas engine and the sale and use of new compression-ignition or gas engines if their emissions do not comply with the respective limit values. With effect from twelve months prior to these dates, type approval may be refused if the limit values are not complied with.

b/ For engines with a swept volume below 0.75 dm³ per cylinder and a rated power speed above 3000 revolutions per minute.

Table 3. Limit values for heavy-duty vehicles - European transient cycle (ETC) test a/

Row	To be applied from ^{b/}	Carbon monoxide (g/kWh)	Non-methane hydrocarbons (g/kWh)	Methane ^{c/} (g/kWh)	Nitrogen oxides (g/kWh)	Particulates ^{d/}
A (2000)	1.10.2001	5.45	0.78	1.6	5.0	0.16 / 0.21 ^{e/}
B1 (2005)	1.10.2006	4.0	0.55	1.1	3.5	0.03
B2 (2008)	1.10.2009	4.0	0.55	1.1	2.0	0.03

a/ The conditions for verifying the acceptability of the ETC tests when measuring the emissions of gas-fuelled engines against the limit values applicable in row A shall be re-examined and, where necessary, modified in accordance with the procedure laid down in article 13 of Directive 70/156/EEC.

b/ With effect from the given dates and except for vehicles and engines intended for export to countries that are not parties to the present Protocol and for replacement engines for vehicles in use, Parties shall prohibit the registration, sale, entry into service or use of new vehicles propelled by a compression-ignition or gas engine and the sale and use of new compression-ignition or gas engines if their emissions do not comply with the respective limit values. With effect from twelve months prior to these dates, type approval may be refused if the limit values are not complied with.

c/ For natural gas engines only.

d/ Not applicable to gas-fuelled engines at stage A and stages B1 and B2.

e/ For engines with a swept volume below 0.75 dm³ per cylinder and a rated power speed above 3000 revolutions per minute.

Table 4. Limit values (stage I) for diesel engines for non-road mobile machines (measurement procedure ISO 8178)

Net power (P) (kW)	To be applied from ^{a/}	Carbon monoxide (g/kWh)	Hydrocarbons (g/kWh)	Nitrogen oxides (g/kWh)	Particulate matter (g/kWh)
130 P < 560	31.12.1998	5.0	1.3	9.2	0.54
75 P < 130	31.12.1998	5.0	1.3	9.2	0.70
37 P < 75	31.03.1998	6.5	1.3	9.2	0.85

a/ With effect from the given date and with the exception of machinery and engines intended for export to countries that are not parties to the present Protocol, Parties shall permit the registration, where applicable, and placing on the market of new engines, whether or not installed in machinery, only if they meet the limit values set out in the table. Type approval for an engine type or family shall be refused with effect from 30 June 1998 if it fails to meet the limit values.

Note: These limits are engine-out limits and shall be achieved before any exhaust after-treatment service.

Table 5. Limit values (stage II) for diesel engines for non-road mobile machines (measurement procedure ISO 8178)

Net power (P) (kW)	To be applied from ^{a/}	Carbon monoxide (g/kWh)	Hydrocarbons (g/kWh)	Nitrogen oxides (g/kWh)	Particulate matter (g/kWh)
130 P < 560	31.12.2001	3.5	1.0	6.0	0.2
75 P < 130	31.12.2002	5.0	1.0	6.0	0.3
37 P < 75	31.12.2003	5.0	1.3	7.0	0.4
18 P < 37	31.12.2000	5.5	1.5	8.0	0.8

a/ With effect from the given dates and with the exception of machinery and engines intended for export to countries that are not parties to the present Protocol, Parties shall permit the registration, where applicable, and placing on the market of new engines, whether or not installed in machinery, only if they meet the limit values set out in the table. Type approval for an engine type or family shall be refused with effect from twelve months prior to these dates if it fails to meet the limit values.

Table 6. Limit values for motorcycles and 3- and 4-wheelers (> 50 cm³; > 45 km/h) to be applied from 17 June 1999 a/

Engine type	Limit values
2-stroke	CO = 8 g/km HC = 4 g/km NO _x = 0.1 g/km
4-stroke	CO = 13 g/km HC = 3 g/km NO _x = 0.3 g/km

a/ Type approval shall be refused as from the given date if the vehicle's emissions do not meet the limit values.

Note: For 3- and 4-wheelers, the limit values have to be multiplied by 1.5.

Table 7. Limit values for mopeds (50 cm³; < 45 km/h)

Stage	To be applied from ^{a/}	Limit values	
		CO (g/km)	HC + NO _x (g/km)
I	17.6.1999	6.0 ^{b/}	3.0 ^{b/}
II	17.6.2002	1.0 ^{c/}	1.2

a/ Type approval shall be refused as from the given dates if the vehicle's emissions do not meet the limit values.

b/ For 3- and 4-wheelers, multiply by 2.

c/ For 3- and 4-wheelers, 3.5 g/km.

Table 8. Environmental specifications for marketed fuels to be used for vehicles equipped with positive-ignition engines

Type: Petrol

Parameter	Unit	Limits ^{a/}		Test	
		Minimum	Maximum	Method ^{b/}	Date of publication
Research octane number		95	-	EN 25164	1993
Motor octane number		85	-	EN 25163	1993
Reid vapour pressure, summer period ^{c/}	kPa	-	60	EN 12	1993
Distillation:					
evaporated at 100°C	% v/v	46	-	EN-ISO 3405	1988
evaporated at 150°C	% v/v	75	-		
Hydrocarbon analysis:					
- olefins	% v/v	-	18.0 ^{d/}	ASTM D1319	1995
- aromatics		-	42	ASTM D1319	1995
- benzene		-	1	project EN 12177	1995
Oxygen content	% m/m	-	2.7	EN 1601	1996
Oxygenates:					
- Methanol, stabilizing agents must be added	% v/v	-	3	EN 1601	1996
- Ethanol, stabilizing agents may be necessary	% v/v	-	5	EN 1601	1996
- Iso-propyl alcohol	% v/v	-	10	EN 1601	1996
- Tert-butyl alcohol	% v/v	-	7	EN 1601	1996
- Iso-butyl alcohol	% v/v	-	10	EN 1601	1996
- Ethers containing 5 or more carbon atoms per molecule	% v/v	-	15	EN 1601	1996
Other oxygenates ^{e/}	% v/v	-	10	EN 1601	1996
Sulphur content	mg/kg	-	150	project EN-ISO/DIS 14596	1996

a/ The values quoted in the specification are 'true values'. In the establishment of their limit values, the terms of ISO 4259, "Petroleum products - Determination and application of precision data in relation to methods of test", have been applied and, in fixing a minimum value, a minimum difference of 2R above zero has been taken into account (R = reproducibility). The results of individual measurements shall be interpreted on the basis of the criteria described in ISO 4259 (published in 1995).

b/ EN - European standard; ASTM - American Society for Testing and Materials; DIS - Draft international standard.

c/ The summer period shall begin no later than 1 May and shall not end before 30 September. For member States with arctic conditions the summer period shall begin no later than 1 June and not end before 31 August and the RVP is limited to 70 kPa.

d/ Except for regular unleaded petrol (minimum motor octane number (MON) of 81 and minimum research octane number (RON) of 91), for which the maximum olefin content shall be 21% v/v. These limits shall not preclude the introduction on the market of a member State of another unleaded petrol with lower octane numbers than set out here.

e/ Other mono-alcohols with a final distillation point no higher than the final distillation point laid down in national specifications or, where these do not exist, in industrial specifications for motor fuels.

Note: Parties shall ensure that, no later than 1 January 2000, petrol can be marketed within their territory only if it complies with the environmental specifications set out in table 8. Where a Party determines that banning petrol with a sulphur content which does not comply with the specifications for sulphur content in table 8, but does not exceed the current content, would raise severe difficulties for its industries in making the necessary changes in their manufacturing facilities by 1 January 2000, it may extend the time period of marketing within its territory until 1 January 2003 at the latest. In such a case the Party shall specify, in a declaration to be deposited together with its instrument of ratification, acceptance, approval or accession, that it intends to extend the time period and present written information on the reason for this to the Executive Body.

Table 9. Environmental specifications for marketed fuels to be used for vehicles equipped with compression-ignition engines

Type: Diesel fuel

Parameter	Unit	Limits ^{a/}		Test	
		Minimum	Maximum	Method ^{b/}	Date of publication
Cetane number		51	-	EN-ISO 5165	1992
Density at 15°C	kg/m ³	-	845	EN-ISO 3675	1995
Distillation point: 95%	°C	-	360	EN-ISO 3405	1988
Polycyclic aromatic hydrocarbons	% m/m	-	11	IP 391	1995
Sulphur content	mg/kg	-	350	project EN-ISO/DIS 14596	1996

a/ The values quoted in the specification are 'true values'. In the establishment of their limit values, the terms of ISO 4259, "Petroleum products - Determination and application of precision data in relation to methods of test", have been applied and, in fixing a minimum value, a minimum difference of 2R above zero has been taken into account (R = reproducibility). The results of individual measurements shall be interpreted on the basis of the criteria described in ISO 4259 (published in 1995).

b/ EN - European standard; IP - The Institute of Petroleum; DIS - Draft international standard.

Note: Parties shall ensure that, no later than 1 January 2000, diesel fuel can be marketed within their territory only if it complies with the environmental specifications set out in table 9. Where a Party

determines that banning diesel fuel with a sulphur content which does not comply with the specifications for sulphur content in table 9, but does not exceed the current content, would raise severe difficulties for its industries in making the necessary changes in their manufacturing facilities by 1 January 2000, it may extend the time period of marketing within its territory until 1 January 2003 at the latest. In such a case the Party shall specify, in a declaration to be deposited together with its instrument of ratification, acceptance, approval or accession, that it intends to extend the time period and present written information on the reason for this to the Executive Body.

Table 10. Environmental specifications for marketed fuels to be used for vehicles equipped with positive-ignition engines

Type: Petrol

Parameter	Unit	Limits ^{a/}		Test	
		Minimum	Maximum	Method ^{b/}	Date of publication
Research octane number		95		EN 25164	1993
Motor octane number		85		EN 5163	1993
Reid vapour pressure, summer period	kPa	-			
Distillation:					
evaporated at 100°C	% v/v	-	-		
evaporated at 150°C		-	-		
Hydrocarbon analysis:					
- olefins	% v/v	-			
- aromatics	% v/v	-	35	ASTM D1319	1995
- benzene	% v/v	-			
Oxygen content	% m/m	-			
Sulphur content	mg/kg	-	50	project EN-ISO/DIS 14596	1996

a/ The values quoted in the specification are 'true values'. In the establishment of their limit values, the terms of ISO 4259, "Petroleum products - Determination and application of precision data in relation to methods of test", have been applied and, in fixing a minimum value, a minimum difference of 2R above zero has been taken into account (R = reproducibility). The results of individual measurements shall be interpreted on the basis of the criteria described in ISO 4259 (published in 1995).

b/ EN - European standard; ASTM - American Society for Testing and Materials; DIS - Draft international standard.

Note: Parties shall ensure that, no later than 1 January 2005, petrol can be marketed within their territory only if it complies with the environmental specifications set out in table 10. Where a Party determines that banning petrol with a sulphur content which does not comply with the specifications for sulphur content in table 10, but does comply with table 8, would raise severe difficulties for its industries in making the necessary changes in their manufacturing facilities by 1 January 2005, it may extend the time period of marketing within its territory until 1 January 2007 at the latest. In such a case the Party shall specify, in a declaration to be deposited together with its instrument of ratification, acceptance, approval or accession, that it intends to extend the time period and present written information on the reason for this to the Executive Body.

Table 11. Environmental specifications for marketed fuels to be used for vehicles equipped with compression-ignition engines

Type: Diesel fuel

Parameter	Unit	Limits ^{a/}		Test	
		Minimum	Maximum	Method ^{b/}	Date of publication
Cetane number			-		
Density at 15°C	kg/m ³		-		
Distillation point: 95%	°C	-			
Polycyclic aromatic hydrocarbons	% m/m	-			
Sulphur content	mg/kg	-	50	project EN-ISO/DIS 14596	1996

a/ The values quoted in the specification are 'true values'. In the establishment of their limit values, the terms of ISO 4259, "Petroleum products - Determination and application of precision data in relation to methods of test", have been applied and, in fixing a minimum value, a minimum difference of 2R above zero has been taken into account (R =reproducibility). The results of individual measurements shall be interpreted on the basis of the criteria described in ISO 4259.

b/ EN - European standard; DIS - Draft international standard.

Note: Parties shall ensure that, no later than 1 January 2005, diesel fuel can be marketed within their territory only if it complies with the environmental specifications set out in table 11. Where a Party determines that banning diesel fuel with a sulphur content which does not comply with the specifications for sulphur content in table 11, but does comply with table 9, would raise severe difficulties for its industries in making the necessary changes in their manufacturing facilities by 1 January 2005, it may extend the time period of marketing within its territory until 1 January 2007 at the latest. In such a case the Party shall specify, in a declaration to be deposited together with its instrument of ratification, acceptance, approval or accession, that it intends to extend the time period and present written information on the reason for this to the Executive Body.

B. Canada

23. New vehicle emission standards for light-duty vehicles, light-duty trucks, heavy-duty vehicles, heavy-duty engines and motorcycles: Motor Vehicle Safety Act (and successor legislation), Schedule V of the Motor Vehicle Safety Regulations: Vehicle Emissions (Standard 1100), SOR/97-376, (28 July, 1997), as amended from time to time.
24. Canadian Environmental Protection Act, Diesel Fuel Regulations, SOR/97-110 (4 February, 1997, sulphur in diesel fuel), as amended from time to time.
25. Canadian Environmental Protection Act, Benzene in Gasoline Regulations, SOR/97-493 (6 November, 1997), as amended from time to time.
26. Canadian Environmental Protection Act, Sulphur in Gasoline Regulations, Canada Gazette, Part II, June 4, 1999, as amended from time to time.

C. United States of America

27. Implementation of a mobile source emission control programme for light-duty vehicles, light-duty trucks, heavy-duty trucks and fuels to the extent required by sections 202 (a), 202 (g) and 202 (h) of the Clean Air Act, as implemented through:

- (a) 40 Code of Federal Regulations (C.F.R.) Part 80, Subpart D - Reformulated Gasoline;
- (b) 40 C.F.R. Part 86, Subpart A - General Provisions for Emission Regulations;
- (c) 40 C.F.R. Part 80, section 80.29 -- Controls and Prohibitions on Diesel Fuel Quality.

Annex IX

MEASURES FOR THE CONTROL OF EMISSIONS OF AMMONIA FROM AGRICULTURAL SOURCES

1. The Parties that are subject to obligations in article 3, paragraph 8 (a), shall take the measures set out in this annex.
2. Each Party shall take due account of the need to reduce losses from the whole nitrogen cycle.

A. Advisory code of good agricultural practice

3. Within one year from the date of entry into force of the present Protocol for it, a Party shall establish, publish and disseminate an advisory code of good agricultural practice to control ammonia emissions. The code shall take into account the specific conditions within the territory of the Party and shall include provisions on:

- Nitrogen management, taking account of the whole nitrogen cycle;
- Livestock feeding strategies;
- Low-emission manure spreading techniques;
- Low-emission manure storage systems;
- Low-emission animal housing systems; and
- Possibilities for limiting ammonia emissions from the use of mineral fertilizers.

Parties should give a title to the code with a view to avoiding confusion with other codes of guidance.

B. Urea and ammonium carbonate fertilizers

4. Within one year from the date of entry into force of the present Protocol for it, a Party shall take such steps as are feasible to limit ammonia emissions from the use of solid fertilizers based on urea.
5. Within one year from the date of entry into force of the present Protocol for it, a Party shall prohibit the use of ammonium carbonate fertilizers.

C. Manure application

6. Each Party shall ensure that low-emission slurry application techniques (as listed in guidance document V adopted by the Executive Body at its seventeenth session (decision 1999/1) and any amendments thereto) that have been shown to reduce emissions by at least 30% compared to the reference specified in that guidance document are used as far as the Party in question considers them applicable, taking account of local soil and geomorphological conditions, slurry type and farm structure. The timescales for the application of these measures shall be: 31 December 2009 for Parties with economies in transition and 31 December 2007 for other Parties. 1/

7. Within one year from the date of entry into force of the present Protocol for it, a Party shall ensure that solid manure applied to land to be ploughed shall be incorporated within at least 24 hours of spreading as far as it considers this measure applicable, taking account of local soil and geomorphological conditions and farm structure.

D. Manure storage

8. Within one year from the date of entry into force of the present Protocol for it, a Party shall use for new slurry stores on large pig and poultry farms of 2,000 fattening pigs or 750 sows or 40,000 poultry, low-emission storage systems or techniques that have been shown to reduce emissions by 40% or more compared to the reference (as listed in the guidance document referred to in paragraph 6), or other systems or techniques with a demonstrably equivalent efficiency. 2/

9. For existing slurry stores on large pig and poultry farms of 2,000 fattening pigs or 750 sows or 40,000 poultry, a Party shall achieve emission reductions of 40% insofar as the Party considers the necessary techniques to be technically and economically feasible. 2/ The timescales for the application of these measures shall be: 31 December 2009 for Parties with economies in transition and 31 December 2007 for all other Parties. 1/

E. Animal housing

10. Within one year from the date of entry into force of the present Protocol for it, a Party shall use, for new animal housing on large pig and poultry farms of 2,000 fattening pigs or 750 sows or 40,000 poultry, housing systems which have been shown to reduce emissions by 20% or more compared to the reference (as listed in the guidance document referred to in paragraph 6), or other systems or techniques with a demonstrably equivalent efficiency. 2/ Applicability may be limited for animal welfare reasons, for instance in straw-based systems for pigs and aviary and free-range systems for poultry.

Notes

1/ For the purpose of the present annex, "a country with an economy in transition" means a Party that has made with its instrument of ratification, acceptance, approval or accession a declaration that it wishes to be treated as a country with an economy in transition for the purposes of paragraphs 6 and/or 9 of this annex.

2/ Where a Party judges that other systems or techniques with a demonstrably equivalent efficiency can be used for manure storage and animal housing in order to comply with paragraphs 8 and 10, or where a Party judges the reduction of emissions from manure storage required under paragraph 9 not to be technically or economically feasible, documentation to this effect shall be reported in accordance with article 7, paragraph 1 (a).