

NOTES

TABLE 2.1.1 - INDUSTRY POINT SOURCE REDUCTIONS

Non ferrous Sector

- In September 2001, MOE issued a proposed control order to INCO and Falconbridge to reduce total annual SO₂ emissions by 34 per cent by the end of 2006.

Electricity Sector

- The ASAP 2000 Progress Report indicated a 19 kilotonne-reduction due to OPG's voluntary reduction of NO_x emissions (1990-2000). By 1999, a 1.5 kilotonne-reduction was achieved. By end of 2000, a 17.5 kilotonne-reduction is anticipated.
- In March 2001, the Ministry of the Environment regulated an electricity sector annual cap of 55.1 kilotonnes per year of NO_x and 157.7 kilotonnes per year of SO₂, to be achieved by 2004.
- The Ministry of the Environment regulated NO_x and SO₂ emissions caps for the electricity sector, of 28 kilotonnes of NO_x (as NO; 43 kt as NO₂) and 131 kilotonnes, respectively, to be achieved by 2007.

A-9 Guideline Boilers and Heaters

- The August 2000 progress report indicated a NO_x reduction of 29 kt due to the implementation of the boiler guideline to 2015. Since ASAP industry source partners have provided future estimates of emissions which account for reductions due to this guideline, the full impact of the guideline is not provided here. Rather, the NO_x reduction of 6 kt anticipated from 'other manufacturing' sources, along with approximately 2 kt from commercial, residential, and institutions is provided for a total reduction of 8 kt from these boilers.

Iron and Steel

- Emission reduction estimate has been revised from 2 kilotonnes through ASAP Survey 2000.
- Emission reduction estimate has been revised from 0.4 kilotonnes through ASAP Survey 2000.

Cement

- Emission reduction estimate has been revised from 1.5 kilotonnes through ASAP Survey 2000.

Chemical

- Emissions reduction estimate has been updated from 4.2 kilotonnes through ASAP Survey 2000.

TABLE 2.2.1 -TRANSPORTATION REDUCTIONS

- Ontario Drive Clean program emission reductions are estimated for years 2000 & 2005 only; Drive Clean reductions are not estimated for years 2010 and onwards as the MOBILE 5C model cannot accurately estimate the Drive Clean benefits on the new Tier2 vehicles/sulphur requirement. The Drive Clean program is expected to give additional emission reductions in future years.
- Emission reduction from alternative fuel usage is based on previous Smog Plan report.