

CI-LSI Regulations through SWI

**Canadian Society of Customs
Brokers Annual Conference**

Transportation Division of ECCC

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Environment and
Climate Change Canada

Environnement et
Changement climatique Canada

Canada

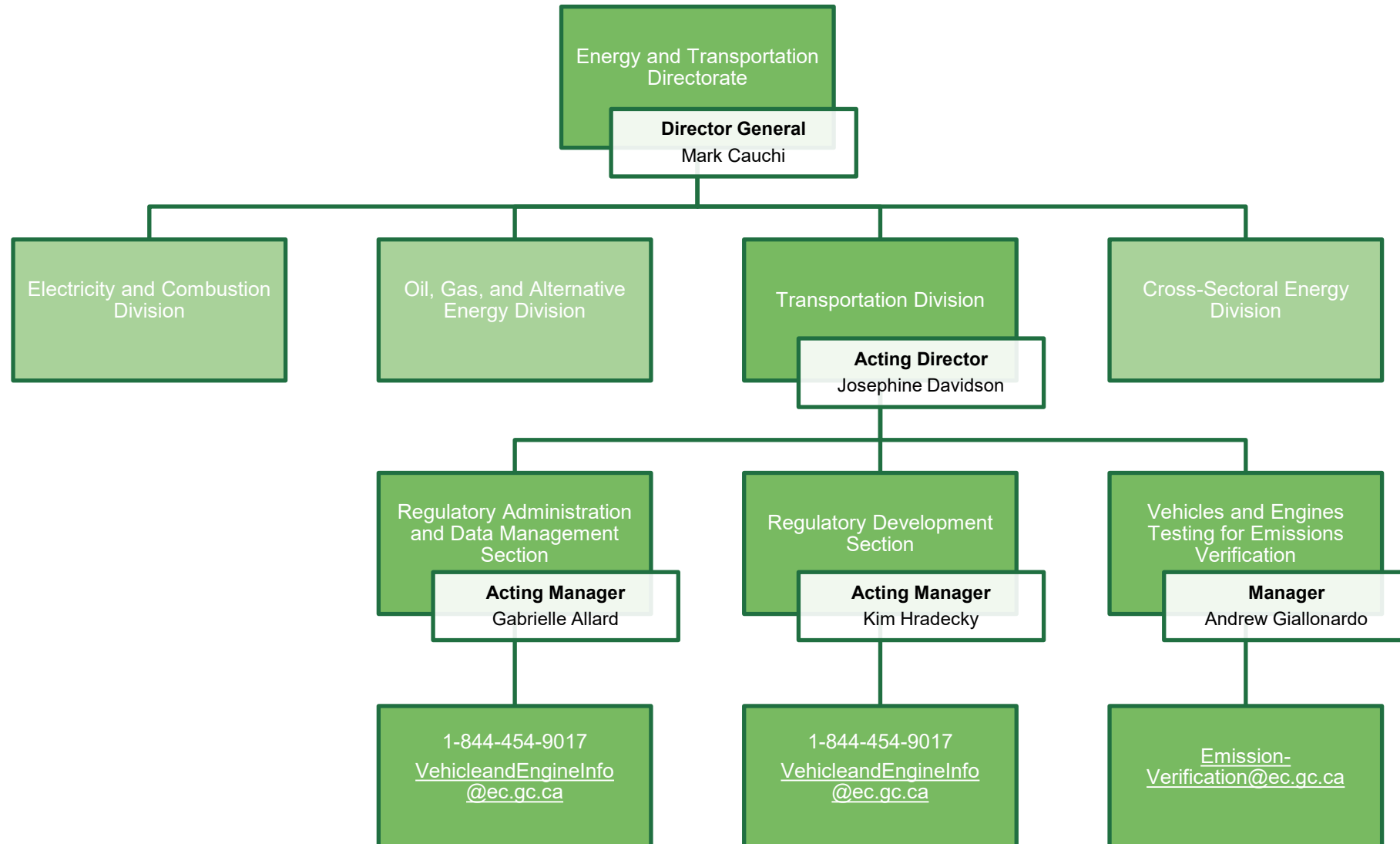
Outline

- Environment and Climate Change Canada (ECCC) Organization
 - Context and Background on ECCC's Vehicle & Engine Emission Regulations and CBSA's SWI-IID (new name: CSW)
 - CI-LSI Regulations and High-level Codes
 - CI-LSI Broker Report Card Overview and Common Errors
 - Discussion on Data Declared under XE99
 - Questions and Closing Remarks
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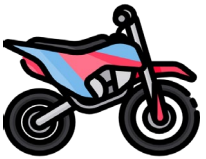
Disclaimer

- The following information is intended for guidance only. It does not in anyway supersede or modify the requirements of the *Canadian Environmental Protection Act, 1999* (CEPA) or the vehicle and engine emission regulations (Regulations) made under CEPA. In the event of an inconsistency between this information and CEPA and/or the Regulations, CEPA and the Regulations shall prevail.
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Environment and Climate Change Canada (ECCC)



Vehicle and Engine Emission Regulations

   	   	   	    	   	   
CI-LSI (XE02)	SSI (XE03)	MERV (XE04)	ORVEER (XE01)	PALTGGER (XE01)	HDVEGGER (XE01)
Off-Road Compression-Ignition and Large Spark-Ignition Engine Emission Regulations	Off-Road Small Spark-Ignition Engine Emission Regulations	Marine Spark-Ignition Engine, Vessel and Off-Road Recreational Vehicle Emission Regulations	On-Road Vehicle and Engine Emission Regulations	Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations	Heavy-Duty Vehicle and Engine Greenhouse Gas Emission Regulations

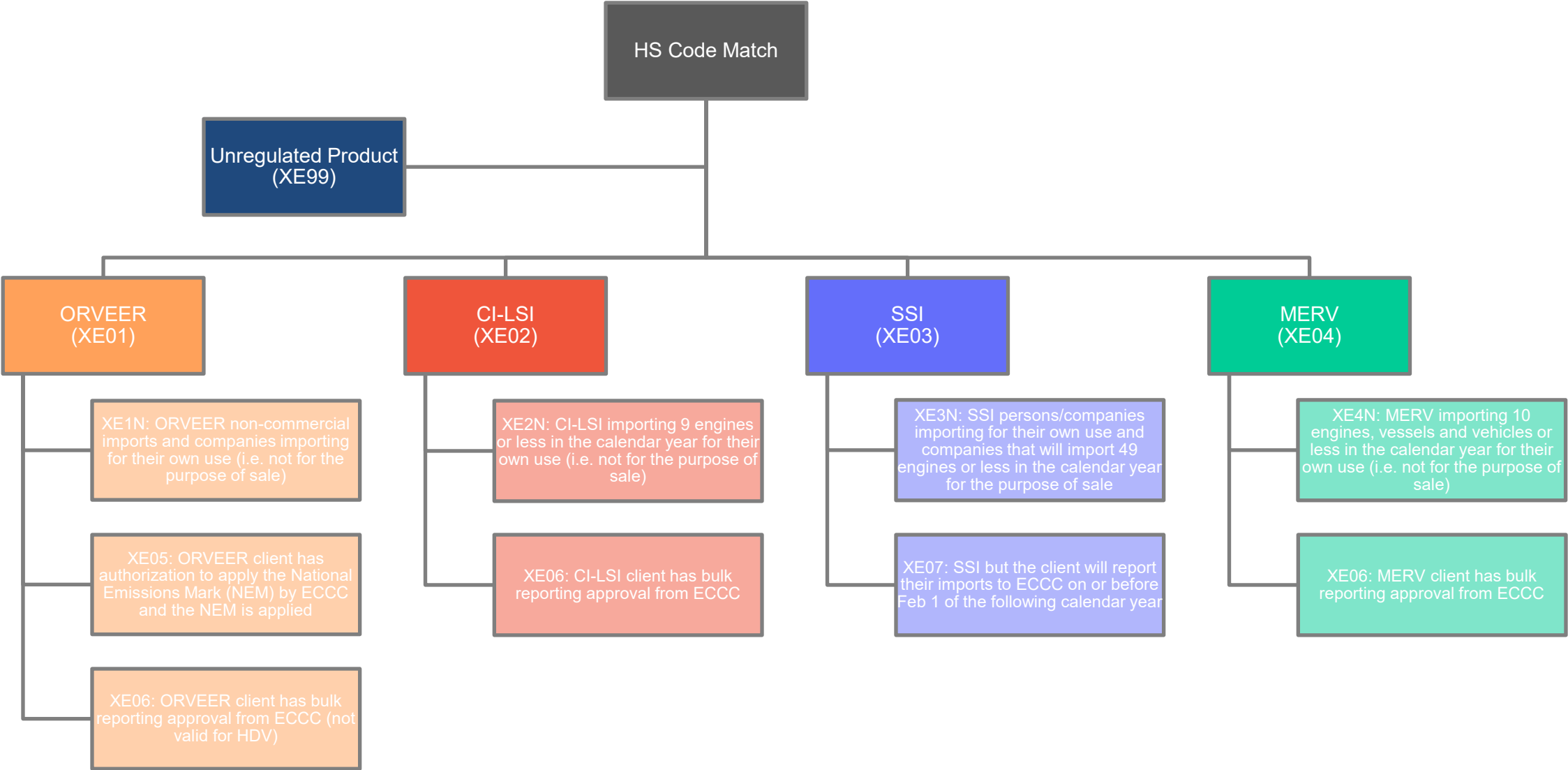
Vehicle & Engine Emission Regulations and CSW

- ECCC's vehicle and engine (V&E) emissions program is one of the 38 government programs represented in Canada Border Services Agency's (CBSA) Customs Single Window (CSW).
 - ECCC is aiming to move towards more automated validation of CSW submissions.
 - The overall error rate in submissions needs to be reduced to prevent an overwhelming volume of clarification requests.
 - This presentation focuses on the [Off-road Compression-Ignition \(Mobile and Stationary\) and Large Spark-Ignition Engine Emission Regulations](#) (CI-LSI Regulations).
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How is ECCC working to improve data quality?

- Under the CI-LSI Regulations, the current tools are:
 - Individual clarification emails for products declared under the CI-LSI Regulations.
 - E-mails for suspected incorrect exception codes.
 - **Broker Report Cards.**
 - What is the Broker Report Card?
 - Custom report on high volume errors made by individual brokerages during a certain period of time.
 - Many high volume errors seem to be simple misunderstandings, typos or system errors.
 - We are also looking to work with service providers to remedy system errors.
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Exception Code Selection



CI-LSI "Other" Exception Codes

XE99

- Should only be used for products which are NOT regulated but received an HS code match

Ex: Military use, stationary LSI
- ECCC is working to automate review of likely regulated products declared under XE99

XE06

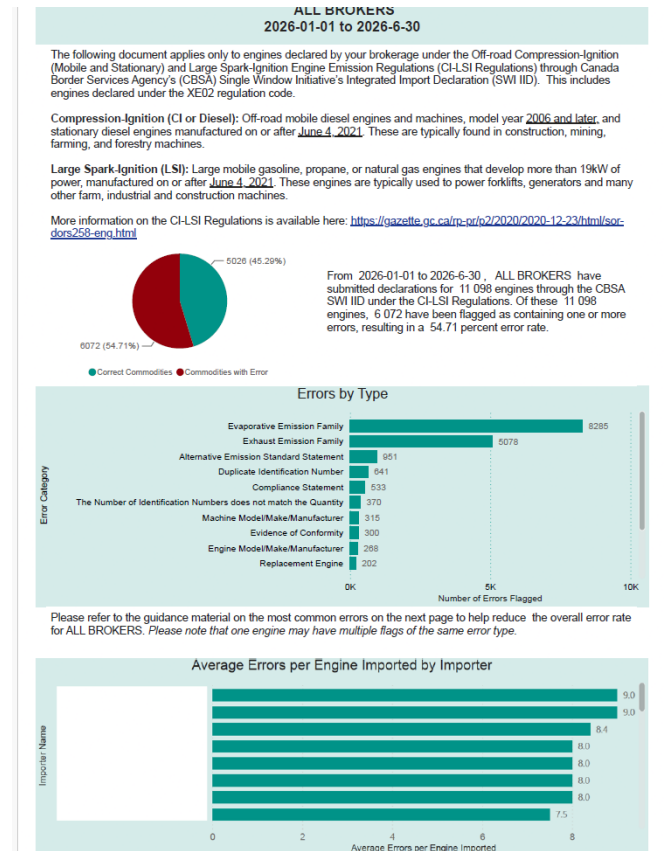
- Bulk approval is generally only available for products declared under the CI-LSI or MERV regulations
 - ORVEER products (excluding HDV) may be able to use XE06 if the company does not have authorization to use the NEM but will be submitting a report directly to ECCC
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Conformity Statement Codes

SWI Code	Description
ME01	<u>Replacement Engine</u> The engine is a replacement engine, defined under subsection 1(1) of the regulations, and was manufactured exclusively to replace the engine of a machine that is located in Canada
ME02	<u>Standard, Certified, or Canada-Unique Engine</u> The engine will have its manufacture completed prior to importation into Canada or for an engine that is covered by an EPA certificate, will have its manufacture completed in Canada by the addition of: •an emission control system for exhaust emissions, or part of such a system, in a manner that conforms to the certificate and the certificate holder's installation instructions. •a complete fuel system, or part of such a system, in a manner that conforms to the certificate and the certificate holder's installation instructions.
ME03	<u>Incomplete Engine</u> The engine will have its manufacture completed in Canada in accordance with the instructions provided by the manufacturer and will when completed conform with the requirements prescribed under the regulations.
ME04	<u>Application of NEM</u> The importer is authorized to apply the national emissions mark to the engine and will apply it after importation at the location specified in their application under section 26.

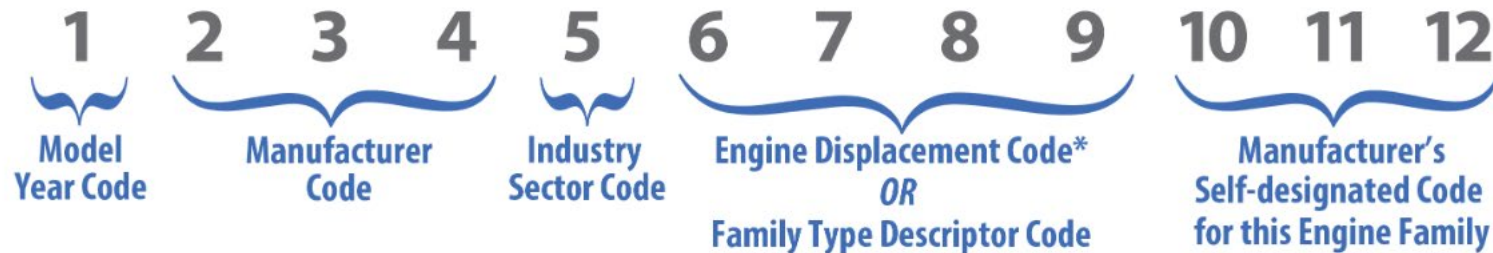
What You May See In a Broker Report Card

- This report card was created using an aggregate of all SWI submissions from all brokers under the CI-LSI for January 01 to June 30, 2026. Total products: 11,098.
- The first pie chart shows how many products ECCCC would have to email importers about: 6,072 or 54.71%.
- The second chart is the number of errors of various types we would be seeking clarifications on.
- Some products will have multiple errors, so the total number of errors, 17,301, is higher than the number of products imported.
- On this sample report card, specific importers are not identified as they would be in a report card made for a single brokerage.



Family Numbers

Family numbers are a **12-digit alphanumerical code** (both evaporative and exhaust family). They reflect the model year, the manufacturer and other information.



FAMILY : PKBXLO2.6E1D
POWER : 35.5kw/2200rpm CATEGORY : 19.0-37.0KW
VALVE CLEARANCE(COL): IN0.25mm EX 0.30mm
ECS : EM, DFI, TC, EGR, ECM, PTOX, OC

Error 1: Evaporative Family

- **All engines will have an Exhaust Family however, only some engines will have an Evaporative Family.**
- Evaporative family is not required for CI (diesel) engines.
- It **may** be present for spark-ignition (gas, propane, LNG) engines.
 - May be the same as the exhaust family (rare).
 - May be a different family number.
- **This field should be left blank when it is not applicable. Inserting '?', 'NA' or '—' will lead to an error.**

Evaporative family is commonly a service provider error. If you believe something is a service provider error please send us an email, ideally with screenshots.

Error 2: Exhaust Emission Family

Common errors:

- Does not match the model year of the engine.
 - Does not match the type of engine (fifth character, L, B or S, indicates type).
 - An engine serial number or model number is entered.
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Error 3: Alternative Emission Standard Statement

The Alternative Emission Standards (AES) each apply for a specific engine type (all CI, SCI or MCI) in a specific use.

None of the AES apply to LSI engines.

A mismatch between the declared engine type and an AES is the most common error.

Only some engines may use AES. AES do not belong with “normal” certified engines, even if used as listed.

SWI Code	Description
EC0E	Compression-ignition engine that powers an emergency machine.
EC0F	Compression-ignition engine that is or will be installed in a machine to be used only in a hazardous location where the maximum permissible surface temperature for the machine is 200°C or less.
EC0G	Mobile compression-ignition engine that is to be used exclusively to provide a primary source of electrical power in a remote location.
EC0H	Mobile compression-ignition engine that is to be used exclusively at a North Warning System site established by the North American Aerospace Defense Command.
EC0I	Mobile compression-ignition engine that is used in a transportation refrigeration unit.
EC0J	Stationary compression-ignition engine that is intended to provide electrical power or mechanical work during a power outage.
EC0K	Stationary compression-ignition engine that is a fire-pump engine.
EC0L	Stationary compression-ignition engine that is to be used in a remote location.

Error 4: Duplicate Identification Number

- A unique identification number (or serial number) is defined as a number that the manufacturer assigns to each individual engine for identification purposes. The unique identification number consists of Arabic numerals (e.g. 1, 2, 3), roman letters (e.g. A, B, C), or both.
 - Each engine has a distinct identification number.
 - This may not be on the U.S. EPA label; it may be elsewhere on the engine.
 - There should be as many distinct Identification Numbers provided as there are engines declared.
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Earlier Validation, Easier Corrections

Today

- Data quality issues are often identified after goods have been released. At that point, brokers can no longer change/amend the original declaration in CSW.
- Corrections must therefore be handled through follow-up correspondence, often long after shipments have been released.

What ECCC is working toward

- Automatically validating declarations and notifying brokers and importers of potential errors via e-mail within approximately 15 minutes.
- Providing an opportunity to amend a transaction and correct eligible information before release, while the transaction details are readily available.

Our goal

- A shorter review cycle, reduced operational burden, and improved data quality and regulatory compliance.
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XE99: Automated Screening and Earlier Notification

What ECCC has developed

- An automated system that screens XE99 declarations and identifies commodities that are likely regulated under our program.

What brokers and importers should expect

- If a commodity declared under XE99 is identified as likely regulated, ECCC plans to send an automated email notification to the broker and importer.
- The notification will identify the potential issue so it can be reviewed and, where appropriate, corrected as early as possible.

Our goal

- Provide earlier, targeted feedback to improve declaration accuracy and reduce post-release follow-up.
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Questions?

To contact our team

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