



## ESSENTIAL POLICIES

### PAN-CANADIAN FRAMEWORK FOR CLEAN GROWTH AND CLIMATE CHANGE

On the eve of the First Ministers' Meeting on the pan-Canadian framework on clean growth and climate change, Équiterre wishes to stress the importance and urgency of implementing this climate plan. Équiterre submits the following recommendations, which, in our opinion, are essential if we are to meet and exceed our 2030 greenhouse gas (GHG) emissions reduction target. These recommendations are largely based on the nation-wide deployment of measures that have already proven successful in several provinces in reducing GHG emissions, as demonstrated by [our recent study](#).

Only in doing so will governments be able to honour our international commitment through the Paris Agreement, and governments' pledge to all Canadians. In March 2016, the First Ministers began the development of a pan-Canadian framework on clean growth and climate change following the [Vancouver Declaration](#), which states that the First Ministers will:

**"Increase the level of ambition of environmental policies** over time to drive greater GHG emissions reductions, consistent with the Paris Agreement," and

**"Implement GHG mitigation policies in support of meeting or exceeding Canada's 2030 target** of a 30% reduction in GHG emissions below 2005 levels."

These commitments call for a pan-Canadian framework that includes new detailed policies, programs and regulations designed meet or exceed our 2030 target and help Canada move to a carbon-free economy by 2050.

**THIS PAN-CANADIAN FRAMEWORK ON CLIMATE CHANGE MATTERS.  
IT MUST BE AMBITIOUS.**



## ÉQUITERRE EXPECTS A PAN-CANADIAN FRAMEWORK THAT WILL:

### **Quantify the expected GHG reduction levels**

The pan-Canadian framework must be detailed and quantify the GHG emissions reduction associated with the proposed policies and measures – reductions that will help Canada to exceed its current 2030 target. We therefore request quantifiable measures for the 2030 emissions reduction target.

### **Include an integrated accountability mechanism**

The credibility of the climate plan depends on the inclusion of legislative measures designed to enhance accountability and increase Canada's level of climate ambitions beyond our current 2030 target. This begins with the introduction, in the House of Commons, of a bill implementing the commitments made by the federal government through the Paris Agreement, and to all Canadians with this pan-Canadian framework, and must also include a specific schedule to reduce Canada's GHG reduction target.

### **Implement ambitious new policies in all sectors of the economy**

Existing provincial, territorial and federal policies and regulations are still insufficient for the country to meet its GHG reduction target.<sup>1</sup> It goes without saying that the pan-Canadian framework must contain new policies, new programs and new regulations in all sectors of the economy. All economic sectors must be involved in our drive to meet our GHG reduction target. Moreover, all previously announced existing provincial and territorial climate plans must be enhanced and tightened.

### **Demonstrate true leadership in strictly federal areas of jurisdiction**

At the First Ministers' Meeting, we will assess the federal government's contribution to the pan-Canadian framework rather than evaluating individual provincial climate plans. The federal government must play an important dual role in the pan-Canadian framework:

- Lead by example by means of responsible federal procurement practices, ensuring that the federal public service becomes carbon neutral by 2030. This includes new federal buildings with net zero carbon emissions from now on, the energy retrofitting of existing federal institutions and the provision of 100% electrical vehicle fleets to ministers, federal departments and Canada Post.
- The federal government must also use all levers available in its fields of jurisdiction to

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<sup>1</sup> See *En avant ! Le point sur les politiques climatiques pancanadiennes, et ce qui reste à accomplir*  
<http://www.pembina.org/reports/en-avant-final1.pdf>

reduce GHG in all sectors – oil and gas production, electricity, transport, buildings and public institutions, the industrial sector, agriculture and through the tax system.

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## OUR RECOMMENDATIONS: ESSENTIAL POLICIES FOR THE PAN-CANADIAN FRAMEWORK

### PRIORITY #1: 100% renewable electricity supply

#### 1. Accelerate the phasing out of coal-fired energy generation.

Tightening [federal regulations](#) to make sure all Canadian coal-fired power plants are closed down by 2030.<sup>2</sup>

#### 2. Develop a long-term plan for zero-emitting electricity supply in Canada by 2050.

Over 80 percent of Canada's electricity supply is already generated by non-emitting sources. In order to reach zero emissions, Canada will have to phase out fossil fuels over time and replace them with clean energy while making sure that any growth in electricity generation comes from emission-free sources. This transition requires federal and provincial investments to integrate wind and solar power into the grid<sup>3</sup>. Priority investments in that sector must aim at eliminating the use of fossil fuels for electricity generation in remote communities, including in the Canadian north, and facilitate the transition to clean energies in those communities in partnership with indigenous peoples.

#### 3. Develop a pan-Canadian strategy for the electrification of all sectors of the Canadian economy.

In parallel with a zero-emission electricity supply, a plan must be developed for the electrification of all sectors of the Canadian economy: transportation, industrial processes, agriculture, building, etc. A pan-Canadian electrification strategy must be developed to support provincial efforts to move current electricity production and distribution to clean energy through strategic investments in electrification infrastructure. This strategy should promote the building of resilient grids supplied by renewable energies while supporting the required

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<sup>2</sup> This commitment requires only a more stringent schedule for the existing federal regulations dealing with the reduction of carbon dioxide (CO<sub>2</sub>) emissions from coal-fired electricity production, as these regulations are already calling for the elimination of coal-fired power stations over the next 50 years.

<sup>3</sup> See for example: <http://canwea.ca/fr/integration-de-leolienne/conclusions-principales/>

<sup>4</sup> Canada has 292 remote communities, of which 257 are off-grid and use diesel fuel generators for their electricity needs. [https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/canmetenergy/files/pubs/2013-118\\_en.pdf](https://www.nrcan.gc.ca/sites/www.nrcan.gc.ca/files/canmetenergy/files/pubs/2013-118_en.pdf)

electricity storage technologies.<sup>5</sup>

#### PRIORITY #2: Emission-free transport

##### 4. Introduce federal legislation on zero emission vehicles (ZEV standard).

Beginning with all models sold in Canada in 2018, federal regulations must require that a given percentage of all major car manufacturer sales be zero emission vehicles. [Such a law](#) was recently adopted in Quebec. We recommend national goals of 20 percent of sales by 2020, 22.5 percent by 2025, and 50 percent by 2030. This measure aims at increasing the supply of electric vehicle models in Canada and will complement the purchase incentives already offered by several provinces. These policies must be supported by continued federal and provincial investments in charging stations for electric vehicles.

##### 5. Implement measures for the reduction of emissions in freight transport in Canada.

This objective must be included in the infrastructure investments of our roads and highways and our urban planning decisions so as to shorten the distances to be covered to deliver heavy merchandise in Canada. Measures must be put in place to provide incentives for the transfer of shipping to existing low emission modes of transport (such as rail transport). The federal government must tighten the existing [heavy-duty vehicle greenhouse gas emission regulations](#) for new models sold in Canada from 2018 onward. The federal government must also invest in low carbon technology research and innovation in the freight sector, including renewable biodiesel fuels and electrification. Governments must also provide incentives to freight transport companies to help them make their overall operations as energy efficient as possible, including the electrification of their vehicle fleets. This also includes the development of a new<sup>6</sup> low-carbon highway in the Québec-Windsor corridor using existing low-carbon infrastructure.

##### 6. Implement a national low carbon fuel standard.

These new federal regulations must take the form of an official intensity target measurable in grams of CO<sub>2</sub>e per MJ of energy for all transport fuels being sold in Canada. The low-carbon fuel standard must become progressively stringent and produce a 10 percent decrease in CO<sub>2</sub>e intensity by 2020, and a reduction of 20 percent by 2030. Moreover, the national low carbon fuel standard must be based on assessments of full carbon lifecycle of the fuels taking into account all stages from their initial production and their final consumption. [Such a standard](#) has proven efficient to reduce emissions from transport in British Columbia.

See [our detailed recommendations](#) for the reduction of GHG in Canada's transport sector.

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<sup>5</sup> Clean Energy Canada, June 2016, *A Canadian Opportunity: Tackling Climate Change by Switching to Clean Power*, <http://cleanenergycanada.org/wp-content/uploads/2016/06/A-Canadian-Opportunity.pdf>

<sup>6</sup> The Pembina Institute, Accelerating progress in the transportation sector: Developing North America's first low carbon highway, <http://www.pembina.org/reports/low-carbon-highway-portal-submission.pdf>.

### PRIORITY #3: Carbon neutral buildings

#### 7. Update national building codes to meet energy standards nearing net zero carbon emissions in all new buildings constructed in Canada by 2025

The adoption of new national net zero emission building codes also calls for a degree of collaboration with the provinces to secure their adoption. This will require revisions to the National Energy Code of Canada for Buildings and to section 9.36 of the National Building Code (housing) for new constructions. The transition required by the revision schedule can be facilitated by the creation of a voluntary nearly zero energy code adapting the passive house standard to a Canadian environment (R-2000 revision for housing) and of energy consumption indices for more complex near zero energy buildings from 2025 onward. The National Building Code must also require the installation of charging stations for electrical vehicles in all new residential buildings constructed in Canada.

See our detailed [recommendations](#) on that issue.

#### 8. Commit to an ambitious energy retrofit program of all existing Canadian buildings.

The objective of this program must be to reduce energy consumption by 50 percent in 30 percent of Canadian buildings by 2030. The program must be supported by universal energy benchmarking methods and the energy labelling of all houses across the country to increase market access to building energy performance data and making the market aware of such data (the way the *Energy Star* program does for household appliances). Moreover, this program must call for the restating or adaptation of national energy codes for major renovations of existing buildings. Finally, the program must promote private investments in energy performance and carbon reduction thanks to the strategic use of public funds.

See our detailed [recommendation](#) on that issue.

### PRIORITY #4: Reducing oil and gas sector emissions

#### 9. Publish the federal methane regulations in the Canada Gazette as soon as possible.



In March 2016, as part of the U.S.-Canada joint Statement on Climate, Energy, and Arctic Leadership,<sup>7</sup> the federal government committed to regulating current methane emission sources in the oil and gas sector. The U.S. Environmental Protection Agency (EPA) has already produced regulations on methane emissions. Environment and Climate Change Canada expects to publish the first draft of the methane regulations by the beginning of 2017.

**10. Eliminate all tax benefits for fossil fuel production by 2020.**

In order to honour our G20 commitment to [eliminate subsidies for fossil fuel production](#), the federal government's 2017 Budget must include a detailed schedule for the elimination of tax measures supporting coal, gas and oil exploration and production in Canada by 2020.

See our detailed [recommendation](#) on that issue.

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<sup>7</sup><http://pm.gc.ca/fra/nouvelles/2016/03/10/declaration-conjointe-du-canada-et-des-etats-unis-climat-lenergie-et-role-de>