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To: "Direct to Mayor and Council - DL" <CCDTMACDL@vancouver.ca>

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Subject: Pan Canadian Framework on Climate Change

Attachments: [PDS - SUS - Council Briefing Note - Pan-Canadian Framework - Dec 12 2016 \(DRAFT\).docx](#)

Dear Mayor and Council,

Below is a link to the new Pan Canadian Framework on Climate Change and attached is a briefing note which is a high level overview of this new Framework.

<https://www.canada.ca/en/services/environment/weather/climatechange/pan-canadian-framework/climate-change-plan.html>

Please contact Doug Smith @ doug.smith@vancouver.ca if you have any questions or if you'd like any further analysis.

Best
Sadhu

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BRIEFING NOTE FOR CMT, MAYOR AND COUNCIL: PAN-CANADIAN FRAMEWORK ON CLEAN GROWTH AND CLIMATE CHANGE

December 12, 2016

Purpose: To provide a summary of the Pan-Canadian Framework on Clean Growth and Climate Change (the “Framework”) and how it aligns with City of Vancouver’s climate leadership policies.

Summary:

- In December 2015, the federal government signed the Paris Agreement and committed to reducing Canada’s carbon emissions by 30 percent below 2005 levels by 2030.
- The Pan-Canadian Framework on Clean Growth and Climate Change (hereafter referred to as “the Framework”) is a national plan to achieve Canada’s carbon reduction target and was signed by all provincial premiers on Dec 9 2016, with the exception of Saskatchewan and Manitoba.
- The Framework is based on four pillars:
 1. Pricing carbon pollution;
 2. Developing climate mitigation actions that are complementary to carbon pricing;
 3. Adapting and building resilience against the effects of climate change; and,
 4. Investing in clean technology, innovation, and jobs.
- Areas of focus under the Framework that have particular importance to the City include: setting a national price on carbon; improving energy efficiency in buildings; reducing transportation emissions; and adapting to the effects of climate change. These key actions are described in further detail below.
- Overall, the Framework aligns with the City’s climate leadership policies under the Greenest City Action Plan and the Renewable City Strategy. Several of the actions identified in the Framework could directly benefit the City, through funding opportunities, collaboration on green technologies, and the development of codes, guidelines and research. Some actions do not appear to consider local governments; the City should advocate for direct federal support in these areas, as noted below.

Areas of Focus

1. Setting a national carbon price

- A key element of the Framework is a proposed **price on carbon that will start at \$10 per tonne of carbon dioxide equivalent (CO₂e) in 2018, rising by \$10 each year to \$50 per tonne by 2022.**
- British Columbia currently has a carbon tax of \$30/tCO₂e and, according to Premier Clark, does not intend to increase the tax until other provinces have the same price on carbon.
- An increase in the tax beyond \$30/tCO₂e would greatly support the City of Vancouver’s climate leadership work. BC’s carbon tax was highly effective at reducing emissions when it was structured to increase continuously. Research has indicated that carbon pricing is only effective when prices continue to increase over time, to prevent ‘normalization’ in the economy.

2. Improving energy efficiency in buildings

- The Framework includes actions for reducing carbon emissions from buildings, including establishing a **“net-zero energy ready” model building code** for new buildings by 2030, developing a **model code for retrofitting existing buildings** by 2022, requiring **labelling of building energy use** by 2019, supporting efforts at **fuel switching** to cleaner energy sources, and setting new **standards for heating equipment and appliances.**
- The actions proposed around improving energy efficiency in buildings align closely with the City’s direction in the Renewable City Strategy and the Zero Emissions Building Plan. The City has positioned itself well to work collaboratively with the federal government on advancing green building standards and technologies.

- While the actions listed above are encouraging, **they do not include incentives to catalyze the construction of near-zero buildings or incentives for retro-fits**, both of which are important tools to ease the transition to a more energy-efficient code. Where possible, the City should advocate the federal government to support incentives for near-zero buildings.
- The Framework **does not specifically indicate that new federally-funded buildings will meet the near-zero emissions standard**. The national housing strategy presents an ideal opportunity for the federal government to demonstrate leadership and make a commitment to the near-zero emission standard.

3. Reducing transportation emissions:

- The approach to reducing transportation emissions includes:
 - Setting and updating **vehicle emissions standards** for light- and heavy-duty vehicles;
 - Expanding the number of **electric and hydrogen-fuel cell vehicles** on Canadian roads;
 - investing in **public transportation** infrastructure; and,
 - Supporting **cleaner fuels** (such as advanced biofuels) for transportation, buildings and industry.
- The Framework commits to developing a **zero-emission vehicle strategy** by 2018 in partnership with provincial governments and industry; and, that the federal government accelerate the **deployment of electric vehicle charging and alternative refueling infrastructure** for light- and heavy-duty vehicles.
 - The City has previously advocated for a provincial 'ZEV Standard', whereby manufacturers are required to sell a minimum number of zero-emission vehicles per year. It is unclear whether the federal zero-emission vehicle strategy would contemplate such a policy at a national level; however, either a ZEV standard, or an increasingly stringent CO2 standard for light-duty vehicles in general, would guarantee a needed increase in supply and variety of zero-emission vehicles in Canada.
- The Framework aligns well with the City's direction in the Renewable City Strategy and the Electric Vehicle ("EV") Ecosystem Strategy, particularly for the deployment of and funding for electric vehicle charging infrastructure.
- While the actions listed above are encouraging, **they do not specifically indicate partnerships or support for municipalities with respect to electric vehicle infrastructure**. Considering that EV infrastructure is one of the few areas of focus in the Framework where local governments have supportive policy levers at their disposal, the City should advocate for inclusion in programs related to public infrastructure deployment.

4. Adapting to the effects of climate change

- There are several actions within Framework that directly support the City's adaptation work, including:
 - **Investing in infrastructure projects** that strengthen climate resilience;
 - Integrating climate resilience into **building design guides and codes**; and
 - **Supporting science, research and monitoring** related to climate change impacts.
- The City of Vancouver is a leader on adaptation, having adopted its Climate Change Adaptation Strategy in 2012 and completed significant sea level rise planning work, and is well positioned to pursue federal infrastructure funding.