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THE HILLTIMES

KYOTO - POLICY BRIEFING

Document 10

Anderson says federal government could use national standards as a condition of funding to provinces on climate change

THE HILLTIMES
Canada's Federal Environment Minister David Anderson says the federal government could use national standards as a condition of funding to the provinces on climate change.

Asked how the federal government will be able to realistically rely on the provinces to voluntarily cooperate in establishing better building codes and renewable energy portfolio standards, Mr. Anderson responded: "We've already signed climate change MOUs with P.E.I., Nunavut, and Manitoba, and we are in discussions with several other provinces. But that doesn't mean we won't use national standards as a condition of funding, if the conditions warrant such an approach. We use it right now with health care funding, and we could use it for climate change. National standards level the playing field for everyone — business, industry, manufacturers, builders and consumers. But first and foremost, we want to work cooperatively. As the saying goes, 'You get more bees with honey than vinegar.' I and my colleagues will continue to discuss and consult with our provincial and territorial counterparts. But regulating or legislating national standards tied to funding will remain an option."

Mr. Anderson (Victoria, B.C.) also told *The Hill Times* last week in an e-mail interview that he thinks "it's only a matter of time" before the U.S. "rejoins the multilateral effort to combat global climate change."

Said Mr. Anderson: "There is a growing realization in the U.S., and even within the Republican Party, that the United States has an important role to play in combating global climate change. And even George Bush Senior recognized this fact when he signed the United Nations Framework Convention on Climate Change in 1992. Many individual U.S. states realize this and have introduced concrete measures to reduce greenhouse gas emissions. And there have been some very determined efforts to pass climate change legislation in the U.S. Congress. While those efforts have

failed, they have attracted a surprising amount of support and, therefore, I think it's only a matter of time before the U.S. rejoins the multilateral effort to combat global climate change."

Meanwhile, Mr. Anderson, who is an enthusiastic supporter of the Kyoto Protocol and is on the record saying he wants to leave behind a legacy that future generations inherit a healthy environment, dismissed criticisms that he is being out-muscled at the Cabinet table by federal Energy Minister John Efford (Bonavista-Trinity-Conception, Nfld.), who is pushing the nuclear industry and the entire energy sector.

Recently, a public fight erupted between Mr. Anderson and Mr. Efford over the issue of imposing strict new environmental standards on car makers. Mr. Efford said it was his job, not Mr. Anderson's, to oversee fuel economy standards and said it's unproductive to "deliver ultimatums" to the auto industry.

Asked about the tussle Mr. Anderson said: "I have the greatest of respect for Mr. Efford and we get along just fine. I think what the media were seeing was my impatience with the speed of improvements to new vehicle fuel efficiency, not a disagreement with Mr. Efford. We all want what's best for the environment and for our health. I think it's just a matter of the pace of progress."

"Any decision on whether to impose strict fuel consumption standards on vehicle manufacturers would need to be a collective decision by Ministers. Natural Resources Canada has been leading consultations with the automobile industry for a new fuel efficiency target since the fall of 2003. This is an interdepartmental effort. Industry Canada, Environment Canada and Transport Canada are all at the table. This gives us the coordination we need to work effectively with the auto industry."

Asked if Kyoto has dropped off as a government priority, Mr. Anderson said the government is handling a "pretty massive agenda of issues," including health care, mad cow disease, avian flu, domestic and international security and

Canada's recent deployments to Afghanistan and Haiti.

The following is the Q&A with Mr. Anderson on the Kyoto Protocol.

Mr. Anderson, you often describe climate change as the "most serious, global problem of the century." What solid action have you taken on climate change since your last interview with *The Hill Times* in January?

"The government has made tremendous progress over the past three months. The Prime Minister has announced \$1-billion in new federal, provincial and municipal funding for the Toronto transit system. Use of the transit system by Torontonians is avoiding more than eight megatonnes of greenhouse gas emissions per year. The government has also announced funding for a unique hydrogen highway in British Columbia. Quite simply, let's put the infrastructure in place to allow motorists to drive from Vancouver to Whistler using hydrogen power or fuel cells.

"Another example is the Ethanol Expansion Program. In February, we committed \$78-million under this program to help companies build seven new ethanol plants across Canada. These projects plan to increase annual fuel ethanol production by 750 million litres in total, more than quadrupling Canadian supply. The program builds on other measures to support ethanol such as the exemption of the ethanol portion of ethanol-gasoline blends from the federal excise tax on gasoline. Once the plants are completed, this would provide enough ethanol for one quarter of Canada's gasoline supply to be ethanol blend.

"Another example is the recently-launched One-Tonne Challenge, through which the Government of Canada is engaging Canadians directly in climate change action. With the support of a growing national network of partnerships, the Challenge encourages Canadians to reduce their personal GHG emissions by one tonne — about 20 per cent — and provides the information and tools they



Photograph by Jake Wright, *The Hill Times*

MR. MINISTER: MINISTER ANDERSON'S OFFICIAL GOVERNMENT CAR IS A TOYOTA PRIUS HYBRID.

need to reduce emissions at home, at work and on the road, and to reach their one-tonne goal. I encourage everyone to visit the One-Tonne Challenge website at www.climatechange.gc.ca, or call 1-800-O-Canada to find out how they can take the challenge.

"Finally, as of Jan. 1, 2004, reporting of greenhouse gas emissions by large final emitters is mandatory.

"All of these new initiatives dovetail nicely with previous announcements, and put Canada firmly on the road to meeting its Kyoto Protocol targets."

Back in January, you told *The Hill Times* you were working on the details for Canada to reach its targets.

What are the details?

"As I mentioned, Canada has made a good start on meeting its commitments. Prime Minister Martin is committed to achieving our Kyoto goals in a way that produces long-term and enduring results while maintaining a strong and growing economy. He wants this done in partnership with the provinces and the private sector. He has asked all ministers to look for new and exciting approaches to deal with climate change. These ideas will lead to a full Cabinet discussion and ultimately to consultations with Canadians. This is in addition to the programs which we have already funded and announced."

The International Energy

Agency recently reported that higher energy prices count far more than government regulatory moves to decrease consumption and help stop global warming. What do you think?

"I agree with the International Energy Agency that higher energy prices do lead to lower consumption. The more people pay for energy, the more they will think before turning down the thermostat or think about purchasing fuel efficient furnaces or cars. But higher prices are just one aspect. There are many other factors that come into play including better building codes, improved new vehicle fuel efficiency, and improved energy efficiency standards

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Anderson says national standards will 'level the playing field'

'But first and foremost, we want to work cooperatively,' says Environment Minister Anderson

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for appliances, among others."

Last month, Alberta's Environment Minister Lorne Taylor said Ottawa is beginning to warm to Alberta's position on global warming and the Kyoto accord, this after receiving a letter from federal officials promising cooperation with Alberta in setting standards for emissions reporting. Is this true? "Well, I'm always happy to have help! We have agreed that emissions reporting is a key element in our Kyoto plan, and it only makes good business sense to have a common standard across the country. This will encourage openness and transparency in our reporting. Canadians need and want one, clear, easy-to-understand system for emissions reporting. The federal, provincial and territorial governments will continue to collaborate in developing a harmonized, 'single-win-

dow,' domestic mandatory reporting system, and to implement it in an orderly manner. This will help to ensure that a fully developed and tested system that meets the reporting needs of all jurisdictions and the public is introduced in Canada.

"Consultations on further development of a harmonized, 'single-window,' mandatory GHG reporting system will continue through federal-provincial-territorial management, with input from industry and other stakeholders.

"I welcome Mr. Taylor's cooperation and assistance in establishing these standards. I think all Canadians and the business community will benefit from this cooperation."

The Canadian Vehicle Manufacturers Association said recently that it is "a huge, huge challenge" to redesign cars, trucks, minivans and sport utility cars by 2010, so they will burn 25 per cent less gasoline than they did

in 2000. What's your take on this?

"There's no question this is a challenge, and it's obvious it's not going to happen overnight, but there's plenty of evidence from the car-makers themselves that this is a challenge we can meet.

"Look at the efficiency of some of the vehicles already on the road. Natural Resources Canada has annual Office of Energy Efficiency EnerGuide Awards for the most fuel-efficient vehicles for the model year. We also have the gas-electric hybrid Toyota Prius, for example. It's highly efficient, and has been getting great reviews from automotive journalists as well. I can second those reviews; my official car is a Prius. Honda also offers hybrid models, and other manufacturers will be introducing hybrid models of their own in the near future. And let's not forget the substantial investment many automakers have made in the promising field of fuel

cell technology.

"You know, if you look back to the 1970s, you'll see the auto industry raised the same kinds of concerns about government initiatives to control emissions from new vehicles. They said it couldn't be done, they said it would be too expensive, yet we have seen that innovation and new technologies made it possible to meet the challenge in a very cost-effective manner.

"So, when it comes to improving fuel efficiency by 25 per cent, I think the Canadian Vehicle Manufacturers Association may be underestimating the ingenuity and entrepreneurial spirit of its members. I have great confidence that car makers will rise to meet the challenge, just as they did after the 1973 oil embargo.

"Another important factor to bear in mind is that there are many highly populated countries that do not have domestic oil supplies, and they desperately need fuel efficient vehicles. Coun-

tries like China and India can be major new markets for these vehicles. And, finally, led by California, many American states are looking for more efficient cars, as is Canada. The challenge for groups like the Canadian Vehicle Manufacturers Association is to seize the opportunities and become part of the solution."

You recently predicted the U.S. will rejoin the Kyoto climate treaty because of growing realization that its own national security is at stake. Can you elaborate?

"There is a growing realization in the U.S., and even within the Republican Party, that the United States has an important role to play in combating global climate change. And even George Bush Sr. recognized this fact when he signed the United Nations Framework Convention on Climate Change in 1992. Many individual U.S. states realize this and have introduced concrete measures to reduce green-

house gas emissions. And there have been some very determined efforts to pass climate change legislation in the U.S. congress. While those efforts have failed, they have attracted a surprising amount of support and, therefore, I think it's only a matter of time before the U.S. rejoins the multilateral effort to combat global climate change."

How do the extra responsibilities you've been given as Canada's Environment Minister under Prime Minister Paul Martin — Parks Canada, Infrastructure Canada, CMHC and the Canada Lands Company — better ensure that future generations inherit a healthy environment, which is the legacy you said you want to leave behind?

"I now have responsibility for a very diverse portfolio — everything from the CN Tower to the smallest little marmot. The environ-

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Canadian Vehicle Manufacturers' Association
Association canadienne des constructeurs de véhicules

Together We Can Make a Difference in Reducing Greenhouse Gases from Personal Transportation

WE'RE PROVIDING THE HARDWARE

Canada's largest automakers, DaimlerChrysler, Ford and General Motors now offer and are bringing to market a wide variety of clean, fuel efficient cars and light trucks, to allow consumers to balance life-style needs with the need to reduce emissions and fuel consumption.

CLEAN VEHICLE FACTS

- Vehicle manufacturers supply vehicles that meet the most stringent national emission standards in the world.
- Starting in 2004, both cars and light trucks, including SUVs, will meet the same stringent emission standards.
- Smog causing emissions from vehicles have been reduced up to 99%.

SOMETHING TO THINK ABOUT!

Today's vehicles are so clean that simply painting a room in your home with a one gallon can of interior water-based paint emits more smog causing emissions than driving a sport utility vehicle* from Toronto to Vancouver and back!

WHAT WE'RE DOING TO ADDRESS GHG'S

Greenhouse gases have a lot to do with the type and quantity of fuel burned.

- CVMA members already produce many vehicle models powered by alternative fuels, such as Natural Gas, Propane and Ethanol.
- Canada's automakers are applying advanced technology to ensure that gasoline internal combustion engines operate as efficiently as possible
- Hybrid gasoline-electric vehicles are entering the market in increasing numbers
- For the longer term, fuel cell and hydrogen powered vehicles are being developed and tested that offer the potential of eliminating GHG vehicle emissions altogether.



DAIMLERCHRYSLER



CONTACT

WE ALL PROVIDE THE COMMITMENT

Drivers have a key role to play in reducing greenhouse gas emissions from the use of their cars and trucks. The more you drive, the more fuel consumed and that means more greenhouse gases. So what can you do to help?

- When purchasing a new vehicle, consult the fuel consumption information on the EnerGuide Label or in the Fuel Consumption Guide available at your dealership or online at www.orec.nrcan.gc.ca/vehicles.
- Choices such as 1) using your air conditioner less and 2) driving at the speed limit can each reduce your fuel consumption by up to 20%
- Don't idle your vehicle unnecessarily. Idling wastes fuel and increases emissions
- Use your vehicle wisely! Walk, ride your bike, take public transit, carpool, and consolidate your trips to reduce the number of trips you take in your car. Sounds simple doesn't it?
- Keep your vehicle properly maintained, including the tires. A poorly maintained vehicle can use up to 50% more fuel meaning — you guessed it — 50% more CO2 emissions than one that is properly maintained. Improperly inflated tires can also increase fuel use CO2 emissions by an eighth of a tonne
- All vehicles sold in Canada can now run on a mixture of up to 10% ethanol. The federal government has noted that if all gasoline was blended with ethanol, we could reduce greenhouse gases by 5 million tonnes per year — which is the same as taking 125,000 mid-size cars off the road!

Canada's auto industry is committed to improving the fuel economy of its products and to reducing greenhouse gas emissions, while continuing to provide all of the safety and functionality that consumers expect. We also know that we need to lead by example and that is why CVMA members are each reminding their thousands of employees on Earth Day to consider stepping up to the one tonne challenge and make a difference in their own driving habits.

For more information, consult www.climatechange.gc.ca for your guide to the One-Tonne Challenge to find out what else you can do.

KYOTO

Canada will need new reliable sources of power generation

'We will need a comprehensive electricity strategy that includes aggressive energy conservation'

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ment portfolio now includes the Canada Mortgage and Housing Corporation; Infrastructure Canada; the Canada Lands Company; Parks Canada; and Queen's Quay. That means key federal land activities will now take place with a strong environmental orientation. That means that key federal presence in urban areas will now ensure a strong environmental lens. It is a responsibility I take very seriously. I am working with my colleagues to create the economic, regulatory and societal conditions for the benefit of our children and grandchildren."

You may not have noticed, but since your last interview with *The Hill Times* published Jan. 19-25, scientists have been busy writing letters to *The Hill Times* still debating the science of climate change and greenhouse gas emissions. Some scientists say the planet reg-

ularly gets into ice ages and warm ages, and is absolutely certain to continue the cycles. What do you think?

"Sir David King, the chief scientific adviser to the Government of the United Kingdom, puts it bluntly: 'Climate change is real.' Not, 'maybe.' Not, 'sort of.' 'It's real.'

"Dr. Thomas Karl of the United States National Oceanic and Atmospheric Administration, and Dr. Kevin Trenberth of the U.S. National Centre for Atmospheric Research have summarized the scientific consensus on the causes of that reality very succinctly: 'There is no doubt the composition of the atmosphere is changing because of human activities, and today greenhouse gases are the largest human influence on global climate.'

"Not, 'could be.' Not, 'we think.' No doubt."

"This conclusion echoes those made by the U.S. Academy of Science, the Royal Society of both Cana-

da and the United Kingdom, as well as 15 other national academies of science around the world. So let's just say that the science is clear, and we are well beyond the time to act."

You continue to get hammered by some scientists and newspaper columnists, most notably in the *National Post*, for your statement that "the case for action on climate change is compelling and increases with every new scientific study." Critics say you and the government are leading Canada into "a dangerous and massive uber-state [Elizabeth Nickson/*National Post* March 19]. What's your response? Are you hysterical about Kyoto?"

"I am always amused at the slightly libertarian positions taken by many columnists in the *National Post*. I often wonder what a debate between Ms. Nickson and NDP Leader Jack Layton would be like. Mr. Layton says we aren't doing enough

and Ms. Nickson says we are moving too fast. So which is it? Frankly, if the left and the right are upset with us, I guess we are going a pretty good job on the environment that the majority of Canadians support. As for the *National Post*, there are several columnists who are in a state of denial about climate change. I think it's obvious to most independent observers that the *National Post* has to take strident stands in order to attract readers."

You want to be the 'champion' of the Kyoto Protocol, and Energy Minister John Efford wants to be the 'champion' of the nuclear industry and the entire sector. Don't the two conflict? And who in the end has more influence at the Cabinet table?

"Nuclear energy is part of Canada's energy mix. Nonetheless, in the longer term, achieving the Prime Minister's goal for a prosperous economy that can

achieve our Kyoto target and beyond, will require us to introduce new sources of power generation that are truly reliable, safe and climate-friendly. In my view, this means we will need a comprehensive electricity strategy that includes aggressive energy conservation measures and substantial use of renewable energy. Such a strategy will ensure a modern and forward-looking electricity system for the 21st century while achieving our climate change and air quality goals."

A public fight recently erupted between yourself and Mr. Efford over the issue of imposing strict new environmental standards on car makers. Mr. Efford said it's his job, not yours, to oversee fuel economy standards, and said it's unproductive to "deliver ultimatums" to the auto industry. Is Mr. Efford right?

"I have the greatest of respect for Mr. Efford and we get along just fine. I think

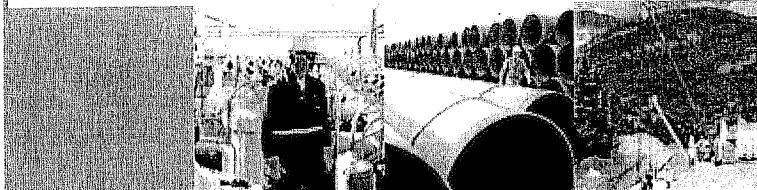
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Paul Martin said back in 2002 that he would use the

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Canada's Transmission Pipeline Industry Strongly Committed to Prudent and Responsible Action on Climate Change



Canada's transmission pipeline industry, operating more than 100,000 kilometres of pipeline across the country, was one of the first supporters of Canada's Climate Change Voluntary Challenge and Registry (VCR) in 1995. Since then our industry has taken concrete action to limit the growth of greenhouse gas emissions (GHG) from the transmission pipeline network in Canada – a network which has expanded considerably since our initial commitment.

The Canadian Energy Pipeline Association (CEPA) and its member companies are managing emissions produced by our operations and are contributing to the development of national climate change solutions that meet Canada's environmental and economic objectives. Our association has just released its ninth report to the VCR, detailing transmission pipeline GHG emissions and actions on climate change during 2002, and outlining our challenges and positions on this important issue.

Canada's transmission pipeline operators take their jobs seriously. They are dedicated to ensuring Canada's pipeline industry remains competitive, while emphasizing public safety, pipeline integrity, social and environmental stewardship and cost competitiveness.

CEPA

Canadian Energy Pipeline Association
Association canadienne de pipelines d'énergie

David MacInnis President
1650, 801 – 6th Avenue S.W.
Calgary, Alberta Canada T2P 3W2
Telephone: (403) 221-8777 Fax: (403) 221-8760

A copy of CEPA's Ninth Report to Canada's Climate Change VCR is available at
www.cepa.com



Anderson says there's no secrecy on bottom-line numbers

But emissions targets are currently being negotiated in secret between government and industry

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 sale of Petro Canada [now \$2-billion] to fight global warming by spending it on new technologies, to reduce emissions. But it turns out the recent budget only allocated \$200-million to be spent on environmental

technologies this year and the other \$800-million has been vaguely allocated, and won't begin to flow until 2006. Is that good enough? "These are ample resources to do a lot of progress. Budget 2003 committed some \$2.7-billion in

new spending over five years on the environment and to help meet our Kyoto targets. In fact, we haven't identified the entire project spending from that budget. An additional \$200-million from the proceeds of the sale of our Petro Canada shares

will be a welcome addition to that funding. Of course we will need to make further investments in the future to both continue to reduce our emissions, and develop the new technologies that we will need for the long term.

NDP Leader Jack Layton said this illustrates that Canada is "going nowhere to meet our Kyoto commitment," and that this was a missed opportunity. David Suzuki said the recent federal budget illustrates the PM has "failed to make a serious commitment to clean up the environment" because the government is too focused on cleaning up its own political scandal. So is Kyoto deadlier than Abe Lincoln as National Post columnist Colby Cosh has written?"

"The government has a concrete plan which it is not only announcing, but also putting money into those commitments, budget after budget. The government has committed some \$5-billion to the environment and climate change over the past five years. I think that constitutes a serious commitment to the environment."

The single largest element, by far, in the federal government's Kyoto plan (Climate Change Plan for Canada, November 2002) is the system of emissions targets and emissions trading for "large final emitters" (large industrial facilities). In your March 29 testimony to the House Environment Committee, you acknowledged the existence of some potential loopholes in that system, which would result in the system significantly delivering fewer reductions than the government has committed to. What are you going to do to ensure those loopholes are closed?

"My remarks were in the context of a useful presentation by the Pembina Institute that focused on the potential for double-counting of emission reductions. The issue arises because we are using a range of different approaches to achieve emission reductions — the large final emitters system, regulatory approaches, incentive programs — and we need to make sure these different programs take account of each other. I will be working closely with the Minister of Natural Resources and other colleagues to ensure that these programs fit together as planned, and that there is no double-counting."

The environmental performance of the "large final emitters" policy will depend critically on how tough the emissions targets for industry are. But those emissions targets are currently being

negotiated in secret between the government and industry. Given that Parliamentarians are going to be asked to approve the policy when the enabling legislation is tabled as early as this fall, shouldn't there be more openness about the numbers?

"There is no secrecy about the bottom-line numbers. The Climate Change Plan was clear that the large emitters are being asked to reduce by 55 megatonnes (MT) from business-as-usual levels, and the government has not deviated from that target — 55MT amounts to about a 15 per cent reduction. Natural Resources Canada has a variety of discussion papers on their website addressing various technical aspects of getting to that target and inviting comments from Canadians."

In the transportation sector, the single largest element of the federal government's Kyoto plan in terms of emission reductions is increased use of public transit and alternative transportation. Some 18 months have passed since that plan was published, yet the federal government has barely begun to announce the investments in transit needed to achieve the emission reductions laid out in the plan. When is the government going to move significantly on this key item?

"The Prime Minister just announced \$1-billion in funding from the federal, provincial and municipal governments for the Toronto transit system. Use of the transit system by Torontonians is avoiding more than eight megatonnes of greenhouse gas emissions per year."

"Then there is the Ethanol Expansion Program which we announced in February. The Government committed \$78-million under this program to help companies build seven new ethanol plants across Canada. These projects plan to increase annual fuel ethanol production by 750 million litres in total, more than quadrupling Canadian supply. This would provide enough ethanol for one quarter of Canada's gasoline supply to be ethanol blend. That will mean cleaner and more environmentally friendly fuels. As well, the Prime Minister and I announced federal funding for the

Climate Change, Arctic Realities, and Ottawa's Agenda

By Sheila Watt-Cloutier

An assessment of the impacts of global climate change in the circumpolar Arctic will be presented in November 2004 to ministers of foreign affairs of the eight Arctic states—Canada, Denmark, Finland, Iceland, Norway, Russia, Sweden and the United States. Russia and the United States—holdouts on ratification of the Kyoto Protocol to the UN Framework Convention on Climate Change—will be presented with compelling evidence of the impacts of human-induced climate change in their back yards. Lacking its own national or northern assessment and accused by some of making-up climate change policy "on the fly," Canada will also be pressed to respond.

Involving more than 250 scientists from 15 countries and representatives of the region's indigenous peoples, the draft conclusions of this assessment, already circulating on the web, are compelling.

By the middle to the end of the century depletion of sea-ice in Summer will leave only a remnant

around the North Pole, pushing polar bears, walrus, and some species of seals toward extinction. Inuit hunt these species, exercising constitutionally protected rights in land claims agreements, and human rights defined in international conventions and political declarations. With the disappearance of the animals they hunt, Inuit too face extinction as a hunting culture.

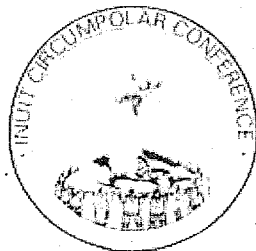
How should Canada respond to the Arctic assessment?

1. Recognize that in the North, climate change is first and foremost a human and cultural issue, and secondarily an environmental matter;

2. Invite Inuit into the heart of Canada's foreign policy on climate change. Who better to make the Canadian case for reduction of greenhouse gas emissions internationally than Inuit—proud Canadians disproportionately impacted by this global phenomena; and

3. Put in place a research, policy, and action strategy, mirroring the successful Northern Contaminants Programme, to equip northern Indigenous peoples adapt to the effects of climate change.

Sheila Watt-Cloutier is the elected Chair of the Inuit Circumpolar Conference (see www.inuitcircumpolar.com)



Walter & Duncan Gordon
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This insert was supported by the Walter and Duncan Gordon Foundation.

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KYOTO

Anderson says Kyoto still a top priority

'But we have a pretty massive agenda of issues to deal with: health care, mad cow disease, avian flu'

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Hydrogen Highway in British Columbia just last month to encourage the commercial development of fuel cell technology.

"We are also working with Canadians to reduce transportation-related emissions. We support community-based programs across Canada to raise awareness of how our transportation choices impact our environment, and we promote better commuting practices and better driving habits. The Personal Vehicle Program provides Canadian motorists with helpful tips on buying, driving and maintaining their vehicles to reduce fuel consumption and greenhouse gas emissions. We remind Canadians that when shopping for a new vehicle, to look for the EnerGuide label found on all new passenger cars, light-duty vans, pickup trucks and special purpose vehicles. The Marketing Efficient Vehicles Initiative helps ensure Canadians have the information they need to make the best environmental choice when buying a new car or truck."

In your March 29 testimony to the House Environment Committee, you spoke of a "national renewable energy strategy that includes aggressive national targets for the production of renewable energy over the next decade." Minister Efford made no reference to such a strategy in his interview with *The Hill Times* published April 5. Can you tell us more about what you have in mind here?

"Canada has significant renewable energy potential, particularly wind, geothermal, biomass and wave/tidal. We have a production incentive for wind power. This program could be expanded and incentives should also be considered for other renewable energy sources of electricity. In addition, consideration should be given to providing incentives for using renewable energy, such as ground source heat pumps and solar panels, for heating and cooling residential and commercial buildings."

"The United Kingdom wants 10 per cent of total sales from electricity suppliers to come from renewables by 2010. Germany wants to double the share of energy from renewables to 12.5 per cent by 2010. Australia has a mandatory

renewable energy target of 12.5 per cent by 2010. Following completion of its green power in Canada workshop series, Pollution Probe is recommending that Canada adopt a target of 10 per cent low impact renewable energy for 2010.

"It is estimated that full implementation of currently planned provincial and territorial initiatives for increased use of renewable energy will result in about five per cent of total electricity generation in 2010. Several new provincial initiatives could increase this to over seven per cent. While some of the current assumptions may be optimistic, some provinces and territories have yet to set clear goals for increased use of renewable energy."

The federal government's Kyoto plan outlines more than 30 separate policy initiatives, every single one of which must be implemented if we are to achieve the emission reductions needed to comply with the Kyoto Protocol. And the beginning of the Kyoto compliance period, January, 2008, is fast approaching. Yet in several cases, like the commitment to achieve a 25 per cent improvement in new vehicle fuel efficiency, the target of 10 per cent of new electricity capacity from emerging renewable sources, and federal investment in public transit, the government has not yet taken significant implementation steps. Why the lack of urgency?

"I don't think there's a lack of urgency. We have made almost a dozen announcements over the past three months on climate change and the environment. But let's not forget that we have a pretty massive agenda of issues to deal with including health care, mad cow disease, avian flu, domestic and international security and our recent troop deployments to Afghanistan and Haiti. When you look at the broader picture, I would say we are doing a pretty good job on the environment and climate change."

Key parts of the federal government's Kyoto plan, like better building codes and renewable energy portfolio standards, can only be implemented by provinces. You will not realistically be able to count purely on the voluntary cooperation of the provinces. So what are

you going to do to ensure that provinces take the actions that are needed?

"That's a really good point. We obviously will want to work with partners at all levels on a voluntary basis and we have a lot of progress to show with that approach. We've already signed climate

change memorandums of understanding (MOUs) with P.E.I., Nunavut, and Manitoba, and we are in discussions with several other provinces. But that doesn't mean we won't use national standards as a condition of funding, if the conditions warrant such an approach. We use it right

now with health care funding, and we could use it for climate change. National standards level the playing field for everyone: business, industry, manufacturers, builders and consumers. But first and foremost we want to work cooperatively. As the saying goes, 'You get more

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The Hill Times



YOU DON'T HAVE TO RIDE PUBLIC TRANSIT TO BENEFIT FROM IT.

Whether they live downtown, in the suburbs or the country — Canadians benefit from public transit, even if they never board a bus or train.

Public transit strengthens our economy and creates job opportunities for millions. It helps cities fight congestion, reduces air pollution, supports Canada's Kyoto commitment and builds healthy, vibrant communities.

For more on these important issues please visit www.cutaactu.ca/issuepapers

