

UBCM RESOLUTIONS RELATED TO CLIMATE CHANGE

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SECTION A

RESOLUTIONS TO BE CONSIDERED AT THE 2007 UBCM CONVENTION

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CLIMATE CHANGE

B33 CLIMATE CHANGE SOLUTIONS

Grand Forks

WHEREAS there has been an increase in greenhouse gases in recent years from human and commercial activities and there are a number of practical ways to reduce greenhouse gas emissions:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities urge the federal and provincial governments to provide financial incentives to encourage energy efficiency and to encourage new technologies and techniques in machinery, heating, lighting, ventilation and vehicle emissions to significantly cut energy use, production costs, greenhouse gas emissions and air pollution.

B34 FUNDING FOR CLIMATE CHANGE

Delta

WHEREAS the scientific community and the BC provincial government are agreed that climate change is occurring;

AND WHEREAS local governments and residents are on the front line in having to adapt to local climate change issues:

THEREFORE BE IT RESOLVED that the federal and provincial governments be requested to assist in funding the development and implementation of local government climate change adaptation strategies.

AIR QUALITY/EMISSIONS – TRANSPORTATION

B132 REDUCTION OF PROVINCIAL SALES TAX ON FUEL EFFICIENT VEHICLES

Keremeos

WHEREAS the BC Vision for Clean Energy Leadership is intended to put British Columbia at the forefront of environmental and economic leadership by developing realistic and achievable goals for energy conservation and efficiency and the Government of Canada has identified the purchase of fuel efficient vehicles as an important aspect of protecting the environment and has created a definition of fuel efficient vehicles;

AND WHEREAS the Province of British Columbia has, under its *Social Service Tax Act* Clause 75 (2) and Social Services Tax Regulations Division 11, identified and implemented a process for reducing tax rates for alternative fuel vehicles:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities urge the provincial government to include fuel efficient vehicles under its definition of vehicles eligible for a reduced tax rate under Division 11 of the Social Services Tax Regulations.

AIR QUALITY/EMISSIONS – WOODSTOVES

B35 REDUCE EMISSIONS FROM OUTDOOR SOLID FUEL BURNING BOILERS

North Okanagan RD

WHEREAS the use of outdoor solid fuel burning boilers, also known as outdoor wood boilers, outdoor wood furnaces, or outdoor wood-fired hydronic heaters, has increased in recent years;

AND WHEREAS the exposure to Particulate Matter (PM) 2.5, including smoke, can cause short-term health effects such as eye, nose, throat, and lung irritation, coughing, sneezing, runny nose and shortness of breath and long-term exposure may be associated with increased rates of bronchitis, reduced lung function, and increased cancer risk;

AND WHEREAS there are currently no consumer reports or performance standards on outdoor boilers;

AND WHEREAS federal and provincial governments are encouraging local governments to prevent the installation of high-polluting outdoor solid fuel burning appliances before their use becomes widespread:

THEREFORE BE IT RESOLVED that the provincial government work together with local governments and the manufacturers of outdoor solid fuel burning boilers to reduce emissions from outdoor solid fuel burning boilers.

ENERGY – GENERAL

B129 CLEAN ENERGY

Tumbler Ridge

WHEREAS, the recent British Columbia Speech from the Throne recognized that climate change is a real possibility, which may adversely affect our environment and, ultimately, our way of life;

AND WHEREAS the unsequestered or untreated burning of fossil fuels is widely considered to be a major contributor to adverse climate change:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities submit a letter to the provincial government indicating its support for the research, development and implementation of the world's best technologies for the mitigation and sequestration of the CO₂ from all fossil fuel generated electricity;

AND BE IT FURTHER RESOLVED that the Union of BC Municipalities submit a letter to the provincial government supporting the policy to fund clean energy research and development.

ENERGY – LOCAL GOVERNMENT

B131 INDEPENDENT POWER PRODUCTION

Quesnel

WHEREAS independent power production is a central tenet of the BC government's energy plan;

AND WHEREAS many local governments are exploring the feasibility of creating independent power production;

AND WHEREAS there exists a voluminous amount of fibre due to the dead and dying pine forests:

THEREFORE BE IT RESOLVED that the UBCM lobby the provincial government to create incentives for local governments to become involved in independent power production.

ENERGY – EFFICIENCY STANDARDS

B130 LOCAL GOVERNMENT ACTION ON ENERGY EFFICIENCY FOR NEW BUILDINGS

North Vancouver City

WHEREAS the Province announced its intention to develop a new unified BC Green Building Code (2007 Throne Speech) and later announced its intention to implement new energy efficiency standards for all new construction in British Columbia by 2010 (2007 BC Energy Plan);

AND WHEREAS BC local governments wishing to support the Province's new BC Energy Plan by implementing new building energy efficiency regulations between 2007 and 2010 are unable to do so without the authorization of the Minister of Community Services:

THEREFORE BE IT RESOLVED that the Province establish a procedure that would allow interested local governments to implement and require the energy efficiency standards for new buildings called for in the Province's *Energy Efficient Buildings: A Plan for BC*, namely: Energuide 80 for residential buildings and 25% better than the standards in the Model National Energy Code for commercial buildings;

AND BE IT FURTHER RESOLVED that the Province actively engage local governments in the development of the proposed unified BC Green Building Code and the proposed energy efficiency standards.

B177 ENERGUIDE PROGRAM

Coquitlam

WHEREAS the federal government terminated the EnerGuide for Houses Program in May 2006, which included the EnerGuide for Houses Retrofit Incentive (EGRHI) and EnerGuide for Low Income Households Program, both of

which encouraged homeowners to make their homes more energy efficient and which helped households cope with high energy costs, cutting their energy bills by an average of 30% as well as cutting greenhouse gas emissions;

AND WHEREAS the federal government has launched a new energy retrofit program called the ecoENERGY Retrofit Program, which only provides \$37 million per year for residential retrofits in comparison to the \$89 million per year provided under the EnerGuide Program and which does not offer a retrofit program for low income households, such as the one that was offered by the EnerGuide Program (EGLIH), which provided an additional \$100 million per year;

AND WHEREAS the aforementioned cuts will lead to a significant reduction in the number of Canadians who use the new energy retrofit program:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities lobby the federal government to reinstate the EnerGuide Program in its entirety.

WATER – FLOODING

C8 FUNDING FOR FLOOD MITIGATION INCLUDING DIKE UPGRADES AND RIVER CHANNELIZATION Golden

WHEREAS climate change consequences combined with above average provincial snow packs will place property and lives at risk of flooding in 2007 and future years;

AND WHEREAS there are no funding mechanisms available to municipalities and regional districts to mitigate flood risks by enhanced diking and river/waterway management initiatives:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities appeal to the Province of British Columbia to sustain funding programs to allow local governments and diking authorities to deal with potential flood threats, diking, and sedimentation management for streams and rivers within and adjacent to their boundaries.

SECTION B

PREVIOUSLY CONSIDERED AND ENDORSED RESOLUTIONS

SECTION B – PREVIOUSLY CONSIDERED AND ENDORSED RESOLUTIONS

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CLIMATE CHANGE

2003-B83 EFFECT OF CLIMATE CHANGE ON RURAL COMMUNITIES

NCMA Executive

WHEREAS climate change patterns in northern British Columbia are already directly affecting economic activity in the northern rural, primarily resource-based communities;

AND WHEREAS rural communities have limited resources and will need assistance with long term planning for changing weather phenomena:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities lobby both the provincial and federal governments to ensure the following actions are taken:

- Continued and increased publicly funded research conducted locally and regionally;
- Continued and enhanced funding of climate data-collection stations and sites to ensure the gathering of accurate data to be used in both research and public policy decision making;
- Building flexibility into land use plans to ensure that future climate change is considered, with community stakeholders involved in this process;
- Development of provincial and federal parks management plans to deal with drought, insect control, disease and other natural disasters;
- The on-going review of policy regarding resource extraction to ensure consistency with the realities on the land;
- The establishment of transitional funding and adjusting programs to ensure that the economic base and quality of life is maintained as climate change affects economic activities and the way of life in rural communities.

CONVENTION DECISION: Endorsed

PROVINCIAL RESPONSE – MINISTRY OF WATER, LAND AND AIR PROTECTION:

The ministry is developing a provincial climate change plan that recognizes the potential impacts of climate change on local communities, the need to adapt to these impacts, and the role of the provincial and federal governments in supporting adaptation.

The government is dedicated to addressing the challenge of climate change and committed to doing it in partnership with the federal government and the other provinces. The ministry encourages UBCM members to work with the provincial and federal governments to develop effective responses to climate change.

FEDERAL RESPONSE – ENVIRONMENT CANADA:

The Meteorological Service of Canada (MSC) operates and administers, in partnership with other cooperating agencies, a nationwide network of 300 reference climate stations selected for their longevity, continuity, and reliability. Information from this network is used for climate variability and change detection, impact analysis and related policy and decision-making. This priority network includes about 40 stations operating in BC. The

MSC, also in partnership with volunteers and cooperating agencies, maintains a supporting daily temperature and precipitation program. Steps are being taken to ensure that critical and strategically located observing stations report electronically, thus enhancing user access to data from these stations in the near real-time.

OTHER RESPONSE – FEDERATION OF CANADIAN MUNICIPALITIES

The resolution was adopted by FCM as Category “A” and endorsed as part of the Consent Agenda of the National Board of Directors. The resolution was then conveyed to the federal Minister of Environment.

AIR QUALITY/EMISSIONS

2005-B28 AIR QUALITY

North Okanagan RD

WHEREAS the Okanagan Airshed was identified as degraded by the Ministry of Environment in 2002, due to consistently high levels of particulates which create negative health outcomes;

AND WHEREAS the Regional District of North Okanagan Air Quality Action Plan 2005 has identified both smoke and vehicle emissions as key concerns for health;

AND WHEREAS the *Kyoto Accord*, as supported by the federal government, strives to lower greenhouse gases and has reached a voluntary agreement with auto makers on steps to improve fuel efficiency for new vehicles:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities petition the provincial and federal governments to strive towards health, supporting standards for enhanced emission levels for auto fuels and the establishment of emission level standards for backyard boiler appliances.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

Air Quality:

The Province is committed to protecting the environment and human health and safety by ensuring clean and safe water, land and air.

The federal government has set stringent regulatory requirements for motor vehicles and fuels sold throughout Canada. British Columbia continues to benefit from the resulting emission reductions.

The province supports alternative, cleaner fuels and recognizes consumers and producers of fuels that result in reductions of greenhouse gases, criteria air contaminants, and toxins.

Outdoor Boilers:

In 1994, British Columbia became the first Canadian jurisdiction to require that new woodstoves and fireplace inserts meet stringent emission standards set by the U.S. Environmental Protection Act by enacting the Solid Wood Burning Domestic Appliance Regulation.

The current U.S. and British Columbia regulatory requirements were put into place prior to outdoor boilers coming on the market. Therefore, there are no emission regulations that pertain to outdoor boilers. The Province is working with the federal government to develop a national regulation that will cover all types of wood burning appliances, including outdoor boilers. This regulation is anticipated to come into effect following the 2008 revisions to the Canadian Environmental Protection Act. Meanwhile, local bylaws that restrict the use of outdoor boilers within populated areas of the province are likely the most effective option for dealing with these units.

The Greater Vancouver Regional District, the Regional District of Central Okanagan, and the City of Quesnel are a few local governments who have bylaws in place that essentially ban outdoor boilers within populated areas. The District of Sparwood is also in the process of drafting a bylaw that will address all residential wood heating appliances including outdoor boilers. These bylaws are fine examples of shared stewardship in efforts to reduce emissions and improve the health of British Columbians by providing clean and safe water, land and air.

2001-SR3 AIR QUALITY IMPROVEMENTS

UBCM Executive

WHEREAS the federal government through the Kyoto Agreement has entered into international commitments to address air quality problems in Canada;

WHEREAS the provincial government has identified as a priority the need to develop an improvement plan for threatened air shed areas;

THEREFORE BE IT RESOLVED that the UBCM urge the federal and provincial government to work in partnership with local communities to:

- Expand monitoring programs for local air quality to all regions of the province where there are possible airshed problems, so as to better understand the nature of the emissions and to develop an inventory of what the source of the emissions are in the area;
- Develop airshed models to understand the sources of the air quality problems in the area and to estimate the impact of changes in the level and type of emissions;
- Develop airshed management plans to reduce emissions and to protect public health;
- Educate the public on the air quality problems in the community;
- Implement local bylaws to manage specific air quality issues.

AND BE IT FURTHER RESOLVED that the UBCM request the federal government, as part of its international commitment to reduce greenhouses gases, to provide the necessary funding and technical assistance needed for local

government to monitor and develop air shed management plans to effectively manage local air quality problems.

CONVENTION DECISION: *Endorsed*

FEDERAL RESPONSE – ENVIRONMENT CANADA:

The Government of Canada is in no doubt that the world's climate is changing at an unprecedented rate. Without action, the long-term consequences will be dramatic. In the north, permafrost and sea ice are in retreat or are melting. As a result, Hudson Bay polar bears are at increased risk of starvation because of a shorter seal hunting season, the cost of moving supplies to communities on resource development projects is increasing because the ice road season is shorter, and the traditional lifestyle of Aboriginal peoples is threatened. We also see its effects in the south, with droughts affecting the agriculture and forestry sector, and the lower water levels of the Great Lakes disrupting our inland shipping routes. Globally, climate change is a major environmental problem that has an impact on the quality of life of all.

This past summer, 178 countries reached agreement on the primary rules to implement the Kyoto Protocol. In Marrakech in November, we reached a final agreement on crucial legal and technical details for the implementation of the Protocol.

I am proud of the key role Canada played in the four years it took to conclude the international rules to implement the Kyoto Protocol. We have a solid agreement that is good for Canada and good for the environment. We have a deal that will allow Canada and other developed countries to achieve the greenhouse gas (GHG) emission reduction commitments they made in the Kyoto Protocol in ways that are environmentally and economically sound in both the short and long term.

The agreement provides clarity on key issues for Canada. The sound management of forest and agricultural soils will be recognized in the fight against climate change. We expect that these "carbon sinks" will account for approximately 15 per cent of the effort needed to reach our Kyoto target. The international market for emissions will be workable with no restrictions on trading. This is critical for ensuring that the goals of the Kyoto Protocol can be achieved at a reasonable cost and in a way that involves all the countries of the world. The compliance regime will be fair, reasonable and effective, creating a level playing field and ensuring commitments are met.

The agreement also contains a mechanism to encourage developed countries to invest in projects that will provide clean energy and clean energy technology to developing countries. This will help developing countries follow a more environmentally sustainable development path than the one developed countries took.

Prime Minister Chretien has said that the agreement opens the way for Canada's ratification of the Kyoto Protocol in 2002, following full consultations with the provinces, territories, stakeholders and other Canadians.

There are challenges to overcome in reducing our emissions but there are also opportunities. Canadians have considerable expertise in clean energy and energy

efficiency and there will be vast new markets for our know-how. Like the industrial revolution, and the information technology revolution, we are now on the cusp of the clean energy revolution. Clean, sustainable energy can do much more than just reduce the risk of climate change and ensure cleaner air. It can also bring jobs, investment income and a competitive edge.

We recognize that the actions needed to achieve our climate change commitments will have costs, but there are also significant benefits, such as lower health care costs resulting from cleaner air, job creation through, for example, cost-effective building retrofit projects, lower costs for the forestry and agricultural sectors through the adoption of sustainable production methods, lowered operating and production costs from energy efficiency, revenue sources for municipalities from, for example, using landfill gases to generate electricity and the potential for exporting our technology and expertise.

Through Budget 2000 and Action Plan 2000 on Climate Change, the government has committed \$1.1 billion, over the next five years, to climate change initiatives. These investments take the initial steps to capitalize on opportunities, and reflect the Government of Canada's intention to target the most cost-effective measures and those with the most future promise. On November 26, the government announced the details of more than half of the initiatives in Action Plan 2000.

Through Action Plan 2000, the government is helping owners and builders of commercial buildings use new technology to save energy and money, is working with the oil and gas sector to find commercially viable ways of capturing and storing carbon dioxide, is bench-marking Canadian industry against the best in the world, is working with the automobile manufacturers to greatly improve the fuel efficiency of vehicles, is encouraging consumers to buy the most efficient vehicles and equipment that meets all their needs, is making forest and agricultural management practices even more sustainable, and is helping municipalities improve the eco-efficiency of their operations.

Action Plan 2000 will reduce our greenhouse gas emissions by about 65 megatonnes, about one-third of what is required to achieve our Kyoto target. Information on what individuals can do to contribute to the solution is available at http://climatechange.ca/english/issues/what_can/index.shtml. I encourage you to check this site often.

The government's plan for achieving Canada's climate change commitments has three parts. The first is the actions we have already taken - Action Plan 2000 and the "carbon sinks" provisions in the international rules. The second is the investments that Canadian companies can make to help developing countries reduce emissions by using clean energy and clean technologies. The third is the further emission reductions we need to achieve here in Canada through a domestic emission trading system, regulations, and incentives. Over the coming months, we will be consulting with provincial and territorial governments, with business and industry and other interested groups and with the Canadian public on what should be included in the second and third parts of our plan.

The decision of the United States Administration to reject the Kyoto Protocol is disappointing and Canada has expressed its regret many times. The U.S. produces one-

quarter of the world's GHG emissions and for that reason must be part of any global solution. In this regard, it is encouraging to note the considerable activity at the state and municipal levels in the U.S. to reduce GHG emissions. We will continue to encourage the U.S. to treat climate change seriously and to bring forward a substantive plan of action as soon as possible. We also want to work with the U.S. on co-operative actions that would help both our countries reduce their emissions more cost-effectively.

The Government of Canada addressed fiscal deficits to avoid leaving a burden for future generations. Likewise, it would be irresponsible to leave an environmental deficit of climate disruptions and pollution for future Canadians. As Minister of the Environment, my job is to ensure that Canada meets the Kyoto targets.

With regard to addressing air pollution, I assure you that Canada will continue to provide leadership in meeting this challenge. Air pollution continues to be a serious threat to our health and our environment, despite improvements to Canada's air quality. This is why clean air is one of my top priorities.

In general, the federal government's role in air issues is to lead the development of national principles and guidelines, set national standards such as new vehicle emission standards, manage international air issues, international trade and obligations, manage toxic substances, conduct scientific research and co-operatively operate monitoring networks, predict future air quality conditions and promote best practices.

Implementation of principles such as pollution prevention, continuous improvement and "Keeping Clean Areas Clean" is part of the Canada-wide Standards for Particulate Matter (PM) and Ozone. The latter principle recognizes that polluting "up to a limit" is not acceptable and that the best strategy to avoid future problems is keeping clean areas clean. Continuous improvement applies in areas with ambient levels below the levels of the standards but still above the levels associated with observable health effects. Jurisdictions are encouraged to take remedial and preventative actions to reduce emissions from anthropogenic sources to the extent practicable.

Over the next several years, federal, provincial and territorial governments will establish implementation plans that apply pollution prevention and best management practices to achieve the Canada-wide Standards for PM and Ozone. These practices may include ensuring that new facilities and activities incorporate the best available, economically feasible technologies to reduce PM and ozone levels. With respect to transportation initiatives, the federal government is investing \$48.4 million over four years to implement the new emissions standards for vehicles and engines with those of the United States Environmental Protection Agency, which are generally recognized as the most stringent in the world. These and other actions will result in significant progress to achieve our goal of cleaner air for Canadians.

In the implementation of our responsibility for international air issues, the Ozone Annex was an important step forward. The purpose of the Annex is to assist each country in meeting their recognized ozone air quality standards. Our intention is to work toward a decision over the coming years on a negotiation that would result in reductions of transboundary PM and precursors.

To track progress on commitments made under the Ozone Annex, both Canada and the United States will improve monitoring and reporting to the public on air quality within 500 km of the Canada-U.S. border. This is intended to support the identification of problem areas and the decisions to take action to prevent pollution and promote better health for Canadians and Americans in border areas.

The air quality monitoring that will be the basis of the reports to the public will be data collected through the National Air Pollution Surveillance System (NAPS), a shared federal / provincial program established in 1969. The NAPS network is primarily an urban network, with 239 air monitoring stations in 136 municipalities that gathers measurements on the components of smog: ozone, PM, sulphur dioxide, carbon monoxide, oxides of nitrogen and volatile organic compounds. We use the air quality data collected by NAPS to demonstrate the links between air pollution and human health and also to evaluate air pollution control strategies, identify urban air quality trends and forewarn of emerging air pollution issues. Land-use planners, public transportation and urban planners, and many others who must take air quality into account in their decisions use information from the NAPS network.

With respect to British Columbia, I recognize the challenge to regional air quality associated with increases in population and energy demand and the potential effects of future industrial projects in southwest British Columbia and the United States' Pacific Northwest. In February, Environment Canada initiated a Canada-U.S. process intended to lead to the development of an air quality management plan for the Puget Sound-Georgia Basin region. Representatives of the B.C. government, the Greater Vancouver and Fraser River Regional Districts, the U.S. Environmental Protection Agency, the State of Washington, local pollution control agencies from Washington State, First Nations and Tribes have participated in the discussions. I appreciate the support that local governments have shown to date in the International Air Shed Planning initiative, and hope that this will continue and grow as work begins on specific action items for an integrated plan. This plan should position us well for the revisiting of the Ozone Annex under the Canada-United States Air Quality Agreement in 2004.

I appreciate your interest on this issue and am heartened by the support demonstrated both by the Union of British Columbia Municipalities and the Canadian Federation of Municipalities.

1991-B21 ATMOSPHERIC CHANGE TARGETS

Vancouver

WHEREAS the health and safety implications associated with atmospheric change are of concern to citizens throughout B.C. and across Canada;

AND WHEREAS the reduction of atmospheric pollutants and ozone-depleting chemicals will require a concerted effort on the part of all levels of government:

THEREFORE BE IT RESOLVED that the Union of B.C. Municipalities request the provincial government to closely examine the recommendations of the Task Force on Atmospheric Change appointed by Vancouver City Council, and to expedite the implementation of the measures that support the objectives of these recommendations, namely:

a) use all measures within its power to implement the recommendations in the Task Force report.

b) take responsibility for the carbon dioxide emissions of its citizens and to that end should commit itself to an initial reduction in carbon dioxide emissions of 20% by the year 2005. This should be part of a program to address the problem of atmospheric change and use all measures within the government's power to reduce greenhouse gas concentrations, in particular:

i) directing the Ministry of Transportation and Highways to assist municipal and regional governments to reduce emissions of atmospheric pollutants from motor vehicles in the Lower Fraser Valley;

ii) supporting mandatory vehicle emissions testing;

iii) directing the Motor Vehicle Branch and the Insurance Corporation of British Columbia to set fees for vehicles registration, licensing and insurance on a sliding scale to favour less polluting vehicles;

iv) directing the Ministry of Forests to reduce the amount and rate of carbon dioxide released into the atmosphere as a result of forest management practices; and

v) directing the Ministry of Forests to recognize in its management and planning practices the significant economic role of forests as carbon sinks in stabilizing atmospheric change; and

c) take responsibility for the chlorofluorocarbon (CFC) emissions of its citizens and to that end commit itself to phase out all emissions of CFCs and other ozone-depleting chemicals by the year 1995. This should be part of a program to address the problem of global atmospheric change and local and regional air pollution using all measures within the province's power; and

d) pursue national agreements to reduce emissions of carbon dioxide and other greenhouse gases.

CONVENTION DECISION: Endorsed

PROVINCIAL RESPONSE - MINISTRY OF ENVIRONMENT, LANDS AND PARKS:

BC Environment has followed the work of the Task Group on Atmospheric Change closely during its development. The City of Vancouver is commended for its vision and leadership in this area.

(a) A number of actions which are underway or planned by government will ensure the reduction of pollutant emissions responsible for air quality problems and global atmospheric change, and advance the objectives enunciated by the City of Vancouver report.

(b),(d) Global Climate Change

The government is participating actively in discussions aimed at developing a national target for reducing emissions of the greenhouse gases linked with global climate change.

British Columbia has supported the federal commitment to stabilize emissions of greenhouse gases by the year 2000, and encourages consideration of more challenging goals, such as a 20% reduction by the year 2005.

An interagency committee has supervised the development of inventories of greenhouse gases, as well as potential management options for their control.

During the coming year, stakeholder consultations will explore the potential of these measures to achieve the environmental goals which are established.

(i) Reducing Motor Vehicle Emissions

The Ministry of Transportation and Highways is participating in the development of a transportation plan for the Lower Fraser Valley. One of the goals of this plan is to reduce motor vehicle emissions.

A number of government ministries are working cooperatively to reduce motor vehicle emissions through transportation planning and control measures. As well, they are contributing to the "Go Green" initiative, led by BC Transit, which is promoting increased use of transit and car-pooling.

The Insurance Corporation of B.C. has recently changed its rate structure to facilitate car-pooling, while allowing owners to insure their vehicles only for pleasure use.

(ii) Mandatory Vehicle Emissions Testing

The AirCare program, which will begin in 1992, will require light-duty vehicle owners in the Lower Fraser Valley to have their vehicle emissions tested annually. The program will be the most advanced of its type in North America.

The AirCare program is being developed by BC Environment and the Motor Vehicle Branch of the Attorney General's Ministry, working closely with the Greater Vancouver Regional District and Environment Canada.

(iii) Vehicle Fees to Favour Less Polluting Vehicles

Several market-based measures are being explored to link vehicle emissions and fuel consumption to costs associated with air quality management. One such measure could link AirCare fees to vehicle emissions, as measured at the time of testing. Other approaches are also being evaluated, including the possibility of a gas guzzler tax accompanied by a gas sipper rebate.

(iv) Decreasing Carbon Dioxide Releases from Forest Management Practices

Ministry of Forests is actively pursuing alternative management practices which would result in a substantial decline in slash burning.

A number of government ministries are supporting the B.C. Carbon Project which aims to improve understanding of carbon cycling in a variety of ecosystems, including the role of forests as carbon sinks.

(c) Phasing Out Emissions of Ozone-Depleting Substances

The Province is participating actively in national programs to phase out emissions of ozone-depleting substances, thereby achieving the goals of the Montreal Protocol.

Draft regulations have been developed and circulated for stakeholder comment. An implementation plan is being developed by BC Environment.

(d) See (b) above.

AIR QUALITY/EMISSIONS – TRANSPORTATION

**2006-B27 VEHICLE FUELS TO CONTAIN Grand Forks
CELLULOSE ETHANOL**

WHEREAS motor vehicles produce more than 30 percent of all greenhouse gas emissions and research in Canada has indicated that the addition of cellulose ethanol to vehicle fuel reduces emissions substantially and a blend of 10 percent cellulose ethanol in vehicle fuel reduces greenhouse gas close to 10 grams of carbon dioxide for every kilometer driven;

AND WHEREAS cellulose ethanol is a renewable resource produced from corn or sugar cane and is economical and user friendly to all vehicles:

THEREFORE BE IT RESOLVED that the provincial government petition the federal government to legislate that all vehicle fuels contain a correct percentage of cellulose ethanol by 2010 to substantially reduce greenhouse gas emissions.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

In May 2006, at a national meeting of ministers of energy, environment and agriculture, the federal government announced its intention to proceed with a five percent average national renewable fuel standard (RFS) in Canada's gasoline and diesel fuel by 2010.

Both conventional and next-generation cellulosic ethanol provides roughly the same end-use GHG emission reduction benefits when used in gasoline blends. However, the use of cellulose instead of conventional feedstock results in greater GHG emission reductions when considered on a full life-cycle accounting basis.

people can chose to bike to work, where they can breathe clean air and have access to clean water and proper sewage treatment.” To assist local governments in developing these vibrant communities, the Province has launched the Green Communities Project, which includes four programs: LocalMotion, Spirit Squares, Towns for Tomorrow, and the Green Cities Awards program.

The Ministry of Transportation (Ministry), working in partnership with the Ministry of Community Services, is administering the LocalMotion program, which will provide \$10 million per year for four years, for a total of \$40 million, to cost share capital projects with local governments directed at building bike paths, walkways, greenways, improving accessibility for people with disabilities and support programs to get kids playing in communities and parks. These projects will be cost shared on a 50-50 basis.

The Province also provides funding for non-greenhouse gas emitting transportation during capital projects. The Ministry’s cycling policy states that provisions will be made for cycling on all new and upgraded provincial highways. An excellent example of this is the Gateway Program, which will invest \$50 million in cycling infrastructure as part of the program. This investment will include cycling and pedestrian access across the Port Mann and Pitt River Bridge, as well as cycling on both the South Fraser and North Fraser Perimeter Roads. An additional \$10 million will be invested through cost sharing with local governments for the construction of facilities that link to the provincial infrastructure.

2004-B79 SHIPPING AIR EMISSIONS

Port Moody

WHEREAS ships have vaulted ahead of other local air-pollution sources and are now, for instance, our region’s largest source of sulphur oxides, a major contributor to smog and the cause of acid rain;

AND WHEREAS recent studies have suggested that air pollution likely causes more deaths than traffic accidents, and fine particles from diesel engines such as those on ships are a major medical concern because their emissions are carcinogenic:

THEREFORE BE IT RESOLVED that the federal government move to immediately strengthen air emissions regulations in the shipping sector, including considering requiring ships to use lower-sulphur fuels, reducing ship speeds in coastal waters, having ships plug into local electrical systems rather than running engines for power generation while docked;

AND BE IT FURTHER RESOLVED that the UBCM express support for designation of North America’s west coast ports as International Maritime Organization "Special Areas" where stricter air emissions standards would apply.

CONVENTION DECISION: Endorsed as Amended

FEDERAL RESPONSE – ENVIRONMENT CANADA:

Environment Canada is working closely with Transport Canada, the United States Environmental Protection Agency, and several other maritime stakeholders, to assess options for marine vessel emission reductions. In particular, we are evaluating the situation for Canada's coasts against the International Maritime Organisation's criteria for Sulfur Oxides Emission Control Areas. Other options, including those mentioned in the UBCM resolution, are under consideration. Several would fall under the authority of Transport Canada.

Environment Canada is taking immediate action on some issues within its own authority, such as emission inventory development, emission reduction technology demonstration, and regulation of diesel fuel sulphur content.

Environment Canada co-chairs the Georgia Basin Marine Vessel Air Quality Work Group with the Chamber of Shipping of British Columbia. Other members include Transport Canada, the British Columbia Ministry of Water, Land and Air Protection, the Greater Vancouver Regional District, the Vancouver Port Authority, the Fraser River Port Authority, the Northwest Cruiseship Association, the Council of Marine Carriers and BC Ferry Services Inc. The Group provides a focal point for marine vessel emission reduction efforts in southwestern British Columbia.

OTHER RESPONSE – VANCOUVER PORT AUTHORITY:

Ports, regulators and the marine industry have been working hard to address the issue of marine air emissions. In order to preserve our air quality and allow our region to continue with its economic development, the Vancouver Port Authority developed a strategic plan for reducing air emissions, which is now being implemented. The plan includes work at three levels:

- 1. To obtain accurate air emissions inventories in order to identify those areas where emissions reductions present the best opportunities;*
- 2. To identify and utilize best available technologies to reduce air emissions from the entire logistics chain;*
- 3. To work with the U.S. and Canadian governments to obtain a Sulfur Emissions Control Area (SECA) designation for the West Coast of North America.*

We are pleased to report that in 2004 significant progress was made on all three aspects of our plan.

With regard to emissions inventories we are working with Transport Canada, the GVRD, Environment Canada and the Chamber of Shipping in the preparation of the 2005 Marine Sector Air Emissions Inventory.

In terms of utilizing the best available technologies, we are cooperating with all ports on the West Coast and the U.S. Environmental Protection Agency to identify opportunities for emissions reductions...

Regarding SECA designation, Environment Canada and the Environmental Protection Agency have started to collect the information required to support the request to the International Maritime Organization. The agencies have the full support of the major

West Coast ports. We appreciate the endorsement of the UBCM of this important objective.

Beyond our strategic plan, marine air emissions from local shipping (barges, tugs, ferries, fishing vessels, etc.), particularly sulfur dioxide emissions, will be considerably reduced in the years to come as a result of scheduled changes to the fuel formulations...

With regard to ocean going vessels, fuel in Vancouver has a lower sulfur content (3% on average) compared to the IMO requirement of 4%. We are working with the cruise industry and the fuels industry with respect to the availability of bunker/marine oil blends that could reduce sulfur content used by cruise ships to as low as 1.5%...

The concern for air quality extends to all ports on the West Coast. In September 2004, the American Association of Port Authorities passed a resolution to encourage IMO to adopt more stringent air emission standards for new vessels...

[Full Vancouver Port Authority response available from the UBCM office.]

1998-B13 RENEWABLE MOTOR FUELS

Peace River RD

WHEREAS recognition of air quality benefits from increased alternative fuels use have prompted previous resolutions calling for policies or reduced taxation, specifically Resolutions: 1991-B58; 1992-B96; 1993-B56; and 1994-B51;

AND WHEREAS it is recognized that the production of ethanol or methanol from renewable feedstocks will create new permanent jobs and drive development of high technology in numerous BC communities and that the use of ethanol or methanol as an octane or oxygenate enhancer and as a fuel extender in gasoline or diesel motor fuels significantly reduces air pollution;

AND WHEREAS it is recognized that agriculturally produced ethanol reduces overall greenhouse gas emissions and further the US Department of Energy (1997) estimates that biomass produced ethanol reduces the life cycle CO₂ greenhouse gas emissions by more than 99% compared to conventionally produced gasoline or diesel motor fuel:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities petition the Provincial Government to:

- a) remove the motor fuel tax for at least 10 years on the alcohol portion of up to 10% blends in motor fuels for ethanol or methanol manufactured in BC from renewable feedstocks, and
- b) that the Provincial Government lobby the Federal Government for changes to the Capital Cost Allowance to permit accelerated write-offs for capital investments in new technology for this purpose.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF FINANCE AND CORPORATE RELATIONS:

The provincial government recognized the potential for renewable alternative motor fuels to make an important contribution to air quality improvement in the province. As such, the government supports the principle of tax policy initiatives to promote their use and production in the province. At the same time the government must also be concerned about the long run revenue impacts of lower taxation on certain types of fuel.

The Ministry of Finance and Corporate Relations is currently working with the Ministry of Environment, Lands and Parks to develop a comprehensive taxation policy for all alternative fuels. As part of this work the government is considering a range of tax measures to help improve the environment, including lower taxation of alcohol used as an octane booster in gasoline. However, it would not be possible, for trade reasons, to restrict the benefit to ethanol and methanol produced in the province.

The government will also consider the merits of requesting a federal change in the income tax treatment of investments in new technology to produce ethanol.

1990-B38 AUTO EMISSION STANDARDS

Kelowna

WHEREAS air pollution is becoming an increasing hazard in this province;

AND WHEREAS auto emissions contribute substantially to that unhealthy condition:

THEREFORE BE IT RESOLVED that the provincial government enact legislation to establish strict emission control standards;

AND BE IT FURTHER RESOLVED that the provincial government provide mandatory province wide testing facilities to ensure compliance with said mission standards.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

The emission standards for new vehicles are set by the federal Department of Transportation in cooperation with Environment Canada. The current emission standards for light-duty cars and trucks were established in 1987 for the model year 1988 and later. The standards for heavy-duty vehicles also became effective on December 1, 1988. To further reduce vehicle exhaust emissions, Transport Canada and Environment Canada are considering more stringent standards for 1994 and later model year light-duty gasoline vehicles.

As announced recently, the Ministry of Environment, together with the Motor Vehicle Branch of the Ministry of Solicitor General, Greater Vancouver Regional District and Environment Canada, will be implementing a motor vehicle emission inspection and maintenance (VM) program for the Lower Mainland area. Initially, automobiles and light-duty trucks, which are the major emitters of precursors of the photochemical

oxidants formation in the area, will be tested under the program. Consideration will be given to include heavy-duty vehicles in the program in the second phase. If it is deemed necessary, implementation of similar VM programs in other urban areas of the Province will also be considered in the future.

This program, along with the introduction of stringent new vehicle emission standards and major additions to the Vancouver area rapid transit system, should result in a significant improvement in air quality.

PROVINCIAL RESPONSE – MINISTRY OF SOLICITOR GENERAL:

The Provincial Ministries of Solicitor General and Environment are working as members of a task force with representatives of Environment Canada and the Greater Vancouver Regional District to implement a motor vehicle emissions inspection and maintenance program for the lower mainland.

Commencing in 1992, approximately 950,000 light vehicles, insured through the Insurance Corporation of B.C. to operate in the lower mainland, will be required to pass an emissions inspection as a condition of licensing.

Legislation was introduced into the Legislature during the 1990 summer session. The Solicitor General Statutes Amendment Act 1990, has received Royal Assent, but will require proclamation to enact the sections pertinent to emissions testing. Regulatory amendments to the Act are expected to be completed by April 30, 1991.

1992-B96 ETHANOL Peace River RD

WHEREAS the federal government has reduced the excise tax on ethanol;

AND WHEREAS various studies have been undertaken on the financial and environmental benefits of combining a percentage of ethanol with gasoline:

THEREFORE BE IT RESOLVED that the UBCM strongly urges that the federal government institute legislation to mandate that all gasoline contain a percentage of ethanol or methanol to provide an alternative viable use for agriculture products and wood waste products.

CONVENTION DECISION: *Endorsed & Conveyed to FCM*

AIR QUALITY/EMISSIONS – CROSS BORDER AGREEMENT

**2006-B25 CROSS-BORDER ENVIRONMENTAL IMPACTS Abbotsford
(AIR QUALITY AGREEMENT)**

WHEREAS the federal governments of Canada and the United States have entered into an Air Quality Agreement to address air pollution that flows across the Canada-USA international boundary, committing both countries to consult

on any activities that might cause significant trans-boundary air pollution and to take steps to avoid or mitigate these risks;

AND WHEREAS the United States has implemented its part of Annex 1, Part 4 of the Agreement and Canada has not completed implementation of the Agreement:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities urge the Federal Government of Canada to implement its responsibilities under the Clean Air Accord and encourage the Provincial Government of BC to endorse and move forward with the ozone and particulate matter annex of the Clean Air Accord between BC and Washington State and participate in its implementation, in order to ensure that the interests of Canada's residents and communities are defined and presented as part of any future trans-boundary air quality decision making process.

CONVENTION DECISION: Endorsed as Amended

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

Canada/U.S. Air Quality Agreement:

The Canada-United States Air Quality Agreement (Agreement) was signed on March 13, 1991 to address trans-boundary air pollution leading to acid rain. The Ozone Annex was added to the Canada-United States Air Quality Agreement (December 2000) to address the trans-boundary air pollution leading to high air quality levels of ground-level ozone, a major component of smog. The long-term goal of the Ozone Annex is the attainment of the ozone air quality standards in both countries. The geographical application of the Annex at this time is Eastern North America, and as such, does not apply to the Province of British Columbia (Province)

The Province was instrumental in convincing the Parties to the Agreement to leave open the possibility for the development of a western component to any future Annex involving fine particulate matter and ozone.

Western Component:

There has been ongoing discussion since 2000 of the possible development of an Annex to the Canada-U.S. Air Quality Agreement that could include a western component addressing particulate matter (PM) and ozone. These discussions have now focused on the potential for a new PM Annex.

Most jurisdictions are in an information-gathering mode to determine what benefits and obligations would be associated with this. Further work and consultation with other partners will be required to determine the feasibility of proceeding with negotiations.

Inter-agency discussions about the possibility of developing a western component to a PM Annex have primarily occurred through the Georgia Basin-Puget Sound

International Airshed Strategy, an international effort to address shared air quality management concerns.

Georgia Basin-Puget Sound International Airshed Strategy:

The Georgia Basin-Puget Sound (GB-PS) International Airshed Strategy aims to achieve the following through international and regional co-operation and collaboration:

- *Reduce the impacts of air pollution to human health, ecosystems, and visibility in the GB-PS airshed;*
- *Prevent future deterioration and work towards continuous improvement of air quality in the GB-PS region; and,*
- *Establish practical and effective instruments to address shared concerns regarding trans-boundary air pollution in the GB-PS region.*

**2001-A17 CROSS-BORDER ENVIRONMENTAL IMPACTS Abbotsford
ADDRESSING THE NEED TO ESTABLISH AIR
QUALITY MODELING STANDARDS**

WHEREAS the criteria for the use of the modeling systems to examine Canada-USA trans-boundary air quality issues are believed to be inadequate;

AND WHEREAS the evaluation processes to examine Canada-USA trans-boundary air quality issues are poorly defined, as evidenced by the processes examining the environmental effects of the proposed Sumas 2 General Facility in Sumas, Washington on residents and communities in Canada;

AND WHEREAS the allocation of governmental responsibilities to oversee Canada-USA trans-boundary air quality issues are poorly defined;

AND WHEREAS the UBCM is concerned about the probability that undesirable cross-border precedents may be created if local government and community concerns over trans-boundary air quality issues are not adequately addressed:

THEREFORE BE IT RESOLVED that the UBCM :

1. urge that the Federal Government of Canada and its agencies take a greater leadership role in establishing all necessary and appropriate actions to:
 - a. establish clearly defined air quality modeling standards and criteria for modeling;
 - b. establish well-defined evaluation processes for the interpretation of modeling results in air quality evaluations; and
 - c. properly allocate and assign the responsibilities of the Federal, Provincial and local governments;

that will be sufficient to ensure proper and timely consideration of future Canada-USA trans-boundary air quality issues, and enable Canada to fulfill its obligations under the Canada-USA Air Quality Accord.

2. urges the Province of British Columbia to work with the Federal Government of Canada to implement its responsibilities under the terms of the Canada-USA Air Quality Accord; and

3. encourages the Federation of Canadian Municipalities to give support to this resolution.

CONVENTION DECISION: Endorsed & Conveyed to FCM

PROVINCIAL RESPONSE – MINISTRY OF WATER, LAND AND AIR PROTECTION:

The Government of Canada has a lead role in these matters. The details of the requirements under the Canada/US Air Quality Agreement to regulate mechanisms of notification, review processes and address transboundary impacts, and their application to specific projects is a topic under continuing discussion in formal committees between the Canadian and U.S. governments, on which British Columbia has representatives.

Until some clarity has been achieved through these federal discussions, air quality assessments and modeling approaches for transboundary projects will continue to be determined on a case by case basis. Such decisions are made in a variety of ways:

- 1. Provincial and state regulatory agencies notify each other of projects that can have a potential from cross border impacts (BC and Washington do so under the Environmental Cooperation Agreement)*
- 2. The Lower Fraser Valley Air Quality Coordinating Committee (Canada, British Columbia, GVRD, and Whatcom County) coordinates efforts on projects in the Lower Fraser Valley.*
- 3. Frequent technical meetings with air quality experts from both Canadian and US agencies. In the case of the Sumas 2 proposal, Washington agencies notified their British Columbia counterparts early in the review process, and invited participation in technical review processes. The resulting review included a more comprehensive modeling assessment than has ever been conducted for a proposal in British Columbia or Washington.*

Canada and the US are now working towards a transborder management strategy for the Georgia Basin/Puget Sound airshed to bring clarity to the way air quality impacts are assessed.

AIR QUALITY/EMISSIONS – WOODSTOVES

**2005-B114 OUTDOOR SOLID FUEL BURNING BOILER/ Sparwood
AIR QUALITY**

WHEREAS the cost of heating homes continues to rise and with many homeowners looking for economic alternative heating sources, an option that is gaining popularity is the outdoor solid fuel burning boiler which is currently unregulated by the Province;

AND WHEREAS in comparison to indoor stoves and fireplaces, these units generate excessive smoke with particulates that are extremely detrimental to the health of any adjacent property owners:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities appeal to the provincial government to immediately establish standards regulating outdoor solid fuel burning boilers similar to those standards that are in place for indoor woodstoves.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

British Columbia is a national leader in controlling emissions associated with residential wood heating.

In 1994, British Columbia became the first Canadian jurisdiction to require that new woodstoves and fireplace inserts meet stringent emission standards set by the U.S. Environmental Protection Act by enacting the Solid Wood Burning Domestic Appliance Regulation.

The current US and British Columbia regulatory requirements were put in place prior to outdoor boilers coming on the market. Therefore, there are no emission regulations that pertain to outdoor boilers. The Province is working with the federal government to develop a national regulation that will cover all types of wood burning appliances, including outdoors boilers. Meanwhile, local bylaws that restrict the use of outdoor boilers within populated areas of the Province are likely the most effective option for dealing with these units.

The Greater Vancouver Regional District, the Regional District of Central Okanagan, the City of Quesnel and the District of Sparwood are a few local governments that have bylaws in place, essentially banning outdoor boilers within populated areas. These bylaws are fine examples of shared stewardship in efforts to reduce emissions and improve the health of British Columbians by providing clean and safe water, land and air.

1989-A16 WOODBURNING STOVES

Gold River

WHEREAS woodburning stoves can be a serious health hazard promoting an increase in respiratory problems and possibly a contributing factor to the “greenhouse” effect;

AND WHEREAS there are no apparent established guidelines for the environmentally correct operation of woodburning stoves in the province of British Columbia:

THEREFORE BE IT RESOLVED that the Provincial Government establish regulations with respect to the use of woodburning stoves including the combustion efficiency of woodburning appliances.

CONVENTION DECISION: *Endorsed as Amended*

PROVINCIAL RESPONSE – MINISTRY OF MUNICIPAL AFFAIRS, RECREATION AND CULTURE:

The Office of the Fire Commissioner publishes a Guideline on "The Safe Installation and Use of Wood Burning Appliances". This guideline does not address the issue of environmental smoke pollution but only addresses the safety associated with heating with solid fuel burning appliances.

Since there are no national or international standards established for the combustion efficiency of solid fuel burning appliances, no enforcement is possible on the combustion efficiency of wood burning stoves.

The Ministry of Municipal Affairs, Recreation and Culture, in conjunction with the Ministry of Environment may wish to consider amending the Municipal Act to enable local governments to pass bylaws restricting the use of solid fuel burning appliances during times when the air quality falls below an established level. There are several states and American cities which have such a program in place.

ENERGY – GENERAL

2006-B145 DUAL FUEL COAL BIOMASS Okanagan-Similkameen RD GENERATION ENERGY PLANTS

WHEREAS Dual Fuel Coal Biomass Generation energy plants have not been established to date in the Province of British Columbia and applications to establish this type of energy source have been made through the provincial government;

AND WHEREAS the impact from Dual Fuel Coal Biomass Generation plant emissions has the potential to severely impair quality of life, the environment, health and tourism throughout the province:

THEREFORE BE IT RESOLVED that the UBCM lobby the provincial government to place a moratorium on Dual Fuel Coal Biomass Generation energy plants, such that the Province can investigate industries that will have the least amount of impact on the environment and quality of life by applying the most advanced technology;

AND BE IT FURTHER RESOLVED that the UBCM lobby the provincial government to require an Environmental Assessment when requested by the local government for any proposed Independent Power Project under the current threshold of 50MW.

CONVENTION DECISION: *Endorsed as Amended*

PROVINCIAL RESPONSE – MINISTRY OF ENVIRONMENT:

The Environmental Assessment Act (Act) provides for proposed Independent Power Projects (IPPs) to enter the environmental assessment (EA) process under three scenarios:

- Under section 10, if it is a power plant with a rated name plate capacity of 50 MW or greater and the Executive Director considers that the project may have significant adverse environmental, economic, social, heritage or health effects;*
- Under section 7, if the proponent requests to opt in to the EA process and the Executive Director grants the application by designating the project as reviewable; and,*
- Under section 6, if the minister is satisfied that the project may have a significant adverse effect and the designation is in the public interest.*

In 2002/03, a major review of the 50 MW threshold for power plants was undertaken by the Environmental Assessment Office (EAO) as a result of some key stakeholders wanting the threshold increased. UBCM was consulted and supported EAO's conclusion that the threshold remain at 50 MW.

If the intent of the above resolution is to amend the legislation to require an EA whenever requested by local government, this is not a recommended solution. This could have significant economic implications for future investors and not only for Independent Power Projects, but also for other sectors (e.g. mining, oil and gas). Local government are advised they already have the ability to request an EA for Independent Power Projects below the 50 MW threshold. As long as the minister is satisfied that there may be a significant adverse effect, and that the designation is in the public interest, the minister can order the project reviewable.

PROVINCIAL RESPONSE – MINISTRY OF ENERGY, MINES AND PETROLEUM RESOURCES

“The BC Energy Plan: A Vision for Clean Energy Leadership” released in February, 2007 has a policy action requiring zero greenhouse gas emissions from any coal thermal electricity facilities.

Local governments currently have the ability to request an environmental assessment (EA) for Independent Power Projects below the 50 MW threshold, as long as there is reasonable concern that the project may have significant adverse environmental, health, social or economic effects, and that the designation is in the public interest.

Requiring an EA whenever local governments request it would result in negative economic implications across several sectors.

Existing federal and provincial regulatory processes assess the potential impacts of IPP proposals, including impacts on the environment, existing land uses, recreational uses, other resource uses and First Nations' asserted rights and title. The Province is confident that those processes, together with the involvement of local governments, will ensure the development of IPPs occurs in a responsible and sustainable manner. The Union of BC Municipalities collaborated with the Environmental Assessment Office and the Ministries of Energy, Mines and Petroleum Resources, Environment, and Agriculture and Lands on the preparation of a mini-guide which provides information on the opportunities for local government and public input into provincial IPP regulatory processes. This document includes flowcharts depicting the provincial regulatory

processes associated with water licences, Crown land tenures, and environmental assessment certificates.

**2001 ENERGY FORUM
RECOMMENDATIONS**

Monday Energy Session

That UBCM:

1. Not support the removal of GST/PST on the utility bills but that the provincial and federal governments consider using these tax revenues to promote energy conservation and alternative energy sources.
2. Request that the utilities, federal and provincial governments provide funding, advice and tax incentives to all energy users who wish to undertake energy efficiency programs.
3. Advise the Provincial Government that the UBCM does not support the deregulation of electricity.
4. Encourage the pursuit of alternative energy sources such as woodwaste, tidal, solar, district energy and geothermal as well as any other economically and environmentally feasible alternatives.
5. Request that consideration be given to rate restructuring/stabilization or some method of rewards and incentives instead of rebates to address the peaks which presently occur.
6. Encourage the federal and provincial governments to work in concert with local governments to develop an energy strategy that would include:
 - an outline of the energy sources available
 - alternative energy options to be pursued
 - a conservation strategy
 - a statement relating to domestic energy supply and relations with other international governments
 - long term energy planning (ensure reliability of the systems) as well as other issues including statements around air quality and greenhouse gas emissions.

CONVENTION DECISION: Endorsed as Amended

**1999-B55 AIR POLLUTION CONTROL –
CLEAN BURNING COAL**

Chetwynd

WHEREAS the Canadian Mining communities and Kyoto Agreement are working to reduce air pollution by producing a clean burning coal product;

AND WHEREAS the Federal Government has allocated millions of dollars for the development of nuclear plants there should be monies allocated for research and development of clean burning coal plants:

THEREFORE BE IT RESOLVED that the UBCM urge the Federal Government to provide funding to research the development of clean burning coal.

CONVENTION DECISION: *Endorsed & Conveyed to FCM*

PROVINCIAL RESPONSE – MINISTRY OF ENERGY AND MINES:

British Columbia supports the UBCM resolution.

The federal government is contributing funding to assist in the development of leading edge, zero emission coal burning technology at the Los Alamos National Laboratory. Also contributing to this long term, but promising, research is the Coal Association of Canada.

The new technology involves combining anaerobic gasification with disposal of the carbon dioxide by-product by sequestering it into mineral deposits.

British Columbia recognizes the importance of research and development of clean burning coal technology and the associated opportunities to reduce emissions of greenhouse gases.

The Province supports the UBCM resolution and will endorse efforts by the Coal Association of Canada to acquire additional federal funding for this important area of research.

ENERGY – LOCAL GOVERNMENT

2006-LR14 ENCOURAGE LOCAL GOVERNMENT INVOLVEMENT IN ELECTRICITY PRODUCTION Anmore

WHEREAS from the 1960s to the early 1980s the BC provincial government made significant investments in the creation of large-scale hydroelectric power projects, creating an abundance of clean, non-greenhouse gas producing energy, to the extent that surpluses were sold to other markets outside the province (Decades of energy abundance has distorted public perception toward today's true costs of creating new energy, as well as promoting excessive consumption patterns while discouraging investment in new green energy production.);

AND WHEREAS in March of this year, BC Hydro made public a new reality - that our province is no longer energy self-sufficient, with a 12% present shortfall projected to potentially grow to more than 45%, based on current provincial consumption trends (This shortfall has caused BC to move from being a net exporter of green hydro-electric power to importing our shortfalls through the purchase of brown-power from coal burning sources such as Alberta.);

AND WHEREAS in its 2006 Energy Plan, BC Hydro has stated it is "depending" upon the purchase of locally-produced green, renewable energy from independently-produced sources of run-of-river small-scale hydropower, solar, wind and biomass projects over the next two decades while it plans and builds new large-scale power system sources;

AND WHEREAS the importance of unimpeded development of new green, renewable power is reinforced by the recent introduction of Bill 30 as our province needs to move towards new, alternate and more expensive sources of energy:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities support the concept that British Columbia should once again become energy self-sufficient, to the extent that local governments be given the opportunity to participate in the creation of new green, renewable energy projects;

AND BE IT FURTHER RESOLVED that the Union of BC Municipalities request that the BC provincial government establish legislation that makes it mandatory for BC Hydro to purchase power created by BC local government-supported, green, renewable power projects.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTRY OF ENERGY, MINES AND PETROLEUM RESOURCES:

Achieving electricity self-sufficiency in British Columbia will require a range of new power sources to be brought on line. To help make this happen, "The BC Energy Plan: A Vision for Clean Energy Leadership," released on February 27, 2007 contains a policy action directing BC Hydro to establish a standing offer for clean electricity projects with no quota to encourage small and clean electricity generation projects. The program will have a streamlined and clearly defined application process with simplified purchase agreements. BC Hydro is proposed to accept proposals ranging from 50 kilowatts to 10 megawatts of clean electricity or high efficiency electricity cogeneration. Prices paid for the electricity in the standing offer program will be set and will be based on a regional breakdown of the prices paid in the 2006 Call for Tenders. This will provide small electricity suppliers such as local governments with more certainty, bring small power projects into the system more quickly, and help achieve government's goal of maintaining a secure electricity supply.

BC Hydro is currently consulting with interested parties to determine what the details of the program might look like.

Local governments can also participate in BC Hydro's Open Call for Power processes. To date, several local governments have partnered, or are creating financial arrangements with, IPPs to develop electricity generation projects which have been awarded Electricity Purchase Agreements by BC Hydro. Examples of projects which have had local government involvement include:

- *Eagle Lake Hydroelectric Project. This micro hydro facility began commercial operation in May 2003, and is located in West Vancouver. Owned by the District of West Vancouver, and designed, built and operated by Pacific Cascade Hydro Inc., this project has taken a unique approach to green electricity generation. The District's domestic drinking water flows from Eagle Lake downhill through an underground pipe and into a large buried concrete storage reservoir, prior to entering the drinking water distribution system. In response to a suggestion made by a local resident, the District*

engineers determined that power could be generated using the energy of the water as it flowed from the lake to the reservoir. The Eagle Lake micro hydro project has a capacity of 0.2 megawatts (MW) and will generate approximately 1.2 gigawatt-hours (GW.h) of electricity per year.

- *China Creek Hydroelectric Project.* This project is located approximately five kilometers south of the City of Port Alberni on Vancouver Island. China Creek began operations in December 2005 and is owned by Upnit Power Limited Partnership. The corporation's controlling partner is the Hupacasath First Nation with minority interest belonging to the City of Port Alberni, Ucluelet First Nation, and Synex Energy.

- *Vancouver Landfill Gas Project.* Maxim Power Corporation and the City of Vancouver entered into a financial arrangement for Maxim Power to purchase landfill gas from the City of Vancouver Landfill in Delta. The Vancouver Landfill Gas Project began generating electricity in early September 2003. An additional unit was added in 2006, bringing its total supply to BC Hydro to about 55 GW.h/year. This innovative project received the Federation of Canadian Municipalities-CH2M HILL Sustainable Community Award in 2005.

- *Hartland Landfill Green Power Project.* This project, near Victoria, went into operation in February 2004. It was developed and is owned by Maxim Power Corp., which also owns the Vancouver Landfill Gas Project in Delta. The project feeds about 13 GW.h of electricity per year into BC Hydro's grid, with a peak capacity of 1.6 MW. The Hartland Landfill project brought together diverse partners. The site is owned by the Capital Regional District, and British Columbia Buildings Corporation retains the green marketing attributes and rights for the first 8,760 megawatt-hours of electricity generated every year for the first 10 years. BC Hydro receives the green rights for all power above 8,760 MW.hours per year in the first 10 years and for all power after that.

- *Eldorado Reservoir.* This small hydroelectric project that is currently being developed is located in, and owned by, the District of Lake Country, which is on the outskirts of Kelowna. When completed, the project will serve a dual purpose of providing pressure reduction in the water supply pipeline as well as generating electricity. The project qualifies for both BC Clean Electricity and Green Status.

2006-B124 SELF-GENERATED POWER

Prince George

WHEREAS the line item for electricity on a municipality's operating budget is often one of its larger expenditures;

AND WHEREAS energy costs are expected to increase over the next decade, and it is important for municipalities and senior levels of government to work to find innovative ways to reduce this cost and find alternate sources of energy;

AND WHEREAS BC Hydro has a system in place, identified as "Net Metering", which requires the power generated at point "A" to be used at point "A" with only the excess power being sold to BC Hydro;

AND WHEREAS such a system is desirable only if electrical loads are located at the same site at which the power is generated;

AND WHEREAS there is no system in place that allows power to be produced at point "A" and used at point "B" by paying a rental or user fee to the power grid;

AND WHEREAS a local government is disadvantaged in this system since power is used at multiple sites but cannot practically be generated at each location:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities lobby the provincial government to direct BC Hydro and other power producers to negotiate agreements with local governments that would allow for the utilization by the local government of self-generated power through the BC Hydro distribution grid.

CONVENTION DECISION: *Endorsed as Amended*

PROVINCIAL RESPONSE - MINISTRY OF ENERGY, MINES AND PETROLEUM RESOURCES:

Achieving electricity self-sufficiency in British Columbia will require a range of new power sources to be brought on line. To help make this happen, "The BC Energy Plan: A Vision for Clean Energy Leadership," released on February 27, 2007 contains a policy action directing BC Hydro to establish a standing offer for clean electricity projects with no quota to encourage small and clean electricity generation projects. The program will have a streamlined and clearly defined application process with simplified purchase agreements. BC Hydro is proposed to accept proposals ranging from 50 kilowatts to 10 megawatts of clean electricity or high efficiency electricity cogeneration. Prices paid for the electricity in the standing offer program will be set and will be based on a regional breakdown of the prices paid in the 2006 Call for Tenders. This will provide small electricity suppliers such as local governments with more certainty, bring small power projects into the system more quickly, and help achieve government's goal of maintaining a secure electricity supply.

BC Hydro is currently consulting with interested parties to determine what the details of the program might look like.

ENERGY – EFFICIENCY STANDARDS

2006-B111 R-2000 CONSTRUCTION STANDARD Thompson-Nicola RD INCLUDED IN BC BUILDING CODE

WHEREAS Canada is a signatory to the Kyoto Accord, and is carrying out a number of initiatives and incentives to reduce Greenhouse Gas Emissions and promote energy conservation;

AND WHEREAS energy efficient housing construction would be a significant contributor to energy conservation at relatively low cost, and the R-2000

construction standard has been developed as a voluntary program to improve energy efficiency in housing construction;

AND WHEREAS the Province is developing a new British Columbia *Building Code* based on the new 2005 National *Building Code*:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities and the provincial government engage the Home Builders Association in discussions to include the R-2000 construction standard as an option in the proposed new British Columbia *Building Code*.

CONVENTION DECISION: *Endorsed*

PROVINCIAL RESPONSE – MINISTER RESPONSIBLE FOR HOUSING:

The Ministry of Forests and Range has regular meetings with key stakeholders, including the Union of British Columbia Municipalities (UBCM) and the Canadian Home Builders Association (CHBA), on building policy issues. These issues include the impact of a range of conservation-related initiatives that influence safety in the design, construction and occupancy of buildings. Energy efficiency proposals, such as insulation of residential buildings, are commonly discussed at these meetings. In addition, the Ministry Responsible for Housing is working with colleagues in the Ministry of Energy, Mines and Petroleum Resources on potential initiatives that could help the Province of British Columbia (Province) reach goals identified in the Government of British Columbia's Energy Plan. Again, this includes discussion on issues encapsulated by the R2000 program.

It is our understanding that Union of British Columbia Municipalities (UBCM) delegates also endorsed Resolution A1, Liability Limitation Period, which has a significant impact on local government building departments. This resolution was raised at the Building Policy Advisory Committee by the UBCM representative. While this is directly under the mandate of the Ministry of Attorney General (MAG), liability and risk is a key part of the Modernization Strategy being led by the Office of Housing and Construction Standards (OHCS). Discussions continue in both the MAG and OHCS arenas.

WATER – MANAGEMENT/FLOODING

**2004-B77 ESTABLISHMENT OF WATER
MANAGEMENT BOARDS**

Midway

WHEREAS the provincial government indicates that there will be increased development of green power projects utilizing water sources and these projects will impact on existing and future water rights throughout the affected river systems throughout the province;

AND WHEREAS the projected drought due to climate change will further impact water resources:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities request that the Province of British Columbia actively, and as soon as possible, establish and finance Water Management Review Boards, in consultation with impacted local governments throughout the province.

CONVENTION DECISION: *Endorsed as Amended*

PROVINCIAL RESPONSE – MINISTRY OF SUSTAINABLE RESOURCE MANAGEMENT:

Local governments are looking for greater control of local water resources and the more input to the water allocation process. This is particularly evident in water-short areas, where local municipalities view the allocation of the scarce, remaining water resources as the key to shaping future development in the area. It is these factors that are contributing the call for local Water Management Review Boards, being proposed by the UBCM. There have been similar resolutions from the UBCM for an increased role for municipalities in local water planning.

It is difficult to fully support this resolution without knowing the responsibilities and mandate of these proposed water boards. The Province is currently looking at opportunities to incorporate local government input and planning objectives into the water allocation process. Water Management Review Boards may be one such opportunity.

The Province encourages the UBCM to explore this concept further and provide additional details around the mandate and structure. The Comptroller of Water Rights is prepared to work with municipalities and the UBCM to further explore this concept along with other ideas to integrate water resource planning into the water allocation process.

**2001-B26 INFRASTRUCTURE FUNDING FOR LMMA Executive
FLOOD PROTECTION WORKS**

WHEREAS the influence of climate change will increase the magnitude and frequency of major floods on the Fraser River;
AND WHEREAS many Fraser Valley communities have flood protection works which are incomplete, are in poor repair, or are designed for historical rather than future flood levels;

AND WHEREAS the population increase and urban development within the Fraser Floodplain raises the potential cost of flood damage and loss to billions of dollars;

AND WHEREAS it is more cost effective to do preventative than restorative work;

AND WHEREAS the initial investment vehicle for flood protection work, the 1968 Fraser River Flood Control Agreement, expired in 1995:

THEREFORE BE IT RESOLVED that the UBCM petition the Provincial Government to:

- Continue funding the B.C. Infrastructure Grant Program for Flood Protection; and
- Reinststate a similar Fraser River Flood Control Agreement that provides for shared funding among Federal, Provincial, and Local Governments for the completion of flood control systems, improved construction standard, seismic and flood protection levels and establishing sustainable systems and structures.

CONVENTION DECISION: Endorsed

PROVINCIAL RESPONSE – MINISTRY OF WATER, LAND AND AIR PROTECTION:

To address some of the flood issues, for the last 4 years BC has funded the provincial Flood Protection Assistance Fund awarding assistance to 154 projects with a total value of nearly \$16 million.

A five-year program of flood protection including associated pumping facilities could total \$50 -100 million depending on local government priorities and available funding.

The federal government has announced development of a National Disaster Mitigation Strategy aimed at reducing the risk and impact of disasters including structural measures.

The ministry supports the resolution to mitigate damage through flood protection and recognizes the need for funding that supports flood management and flood protection works.

Funding is again available this year under the Flood Protection Assistance Fund, and invitations to submit applications have been sent to all local governments and diking authorities.