



## Notice of Meeting and Meeting Agenda Environmental Services Committee

---

Wednesday, January 17, 2024

1:30 PM

6th Floor Boardroom  
625 Fisgard St.  
Victoria, BC V8W 1R7

---

B. Desjardins (Chair), S. Tobias (Vice Chair), J. Brownoff, J. Caradonna, G. Holman,  
D. Kobayashi, D. Murdock, M. Tait, D. Thompson, A. Wickheim, C. Plant (Board Chair, ex-officio)

The Capital Regional District strives to be a place where inclusion is paramount and all people are treated with dignity. We pledge to make our meetings a place where all feel welcome and respected.

### 1. Territorial Acknowledgement

### 2. Approval of Agenda

### 3. Adoption of Minutes

#### 3.1. [24-083](#) Minutes of the November 15, 2023 Environmental Services Committee Meeting

**Recommendation:** That the minutes of the Environmental Services Committee meeting of November 15, 2023 be adopted as circulated.

**Attachments:** [Minutes - November 15, 2023](#)

### 4. Chair's Remarks

### 5. Presentations/Delegations

*The public are welcome to attend CRD Board meetings in-person.*

*Delegations will have the option to participate electronically. Please complete the online application at [www.crd.bc.ca/address](http://www.crd.bc.ca/address) no later than 4:30 pm two days before the meeting and staff will respond with details.*

*Alternatively, you may email your comments on an agenda item to the CRD Board at [crdboard@crd.bc.ca](mailto:crdboard@crd.bc.ca).*

### 6. Committee Business

**6.1.      [24-021](#)      2024 Environmental Services Committee Terms of Reference**

**Recommendation:** There is no recommendation. This report is for information only.

**Attachments:**      [Staff Report: 2024 Environmental Services Committee ToR](#)  
                         [Appendix A: 2024 Environmental Services Committee ToR - Approved Dec 13](#)  
                         [Appendix B: 2024 Environmental Services Committee ToR - Redlined](#)

**6.2.      [24-046](#)      Climate Budgeting Update**

**Recommendation:** The Environmental Services Committee recommends to the Capital Regional District Board:  
That staff be directed to:  
1. work internally on the elements of Climate Budgeting to understand what new governance mechanisms would look like in practice;  
2. develop public communications materials, based on the latest greenhouse gas inventory data, for use by the CRD and local governments that more clearly communicate the urgency of this policy issue; and  
3. consider Climate Budgeting in the CRD's next climate action strategy planning cycle.

**Attachments:**      [Staff Report: Climate Budgeting Update](#)  
                         [Appendix A: What We Heard Summary Report - Workshop \(Dec 2023\)](#)  
                         [Appendix B: Climate Budgeting - C40 Cities and Arup](#)

**6.3.      [24-057](#)      Measures to Reduce Regional Greenhouse Gas Emissions**

**Recommendation:** The Environmental Services Committee recommends to the Capital Regional District Board:  
That the Climate Action service initiate a 2024 budget amendment for \$190,000 utilizing existing service budget reserves to accommodate:  
1. a one-year auxiliary term position to develop a community mobilization program and undertake regional education activities; and  
2. additional policy analysis, regulatory reviews, and greenhouse gas (GHG) modelling related to innovative policy approaches identified through the GHG policy mapping initiative.

**Attachments:**      [Staff Report: Measures to Reduce Greenhouse Gas Emissions](#)  
                         [Appendix A: 2022 Greenhouse Gas Emissions Summary](#)  
                         [Appendix B: Capital Region-Wide GHG Climate Action Strategy Scenario](#)  
                         [Appendix C: CRD GHG Emissions Policy Mapping - Memo from Introba](#)

**6.4.      [24-056](#)      Boats Management Options in Regional Waters for Local Governments**

**Recommendation:** The Environmental Services Committee recommends to the Capital Regional District Board:  
That staff host a regional workshop regarding boats management options for local governments.

**Attachments:**      [Staff Report: Boats Management Options in Rgnl Waters for Local Gov'ts](#)  
                         [Appendix A: 2021 Inventory of Boats/PMBs - Tsehum Harbour/Brentwood](#)  
                         [Appendix B: Private Mooring Buoys Regulation Options](#)

**6.5.**      [24-063](#)      Previous Minutes of Other CRD Committees and Commissions for Information

**Recommendation:**      There is no recommendation. The following minutes are for information only.

- Climate Action Inter-Municipal Task Force Meeting - December 1, 2023
- Solid Waste Advisory Committee Meeting - December 1, 2023

**Attachments:**      [Minutes: Climate Action Inter-Municipal Task Force Meeting - Dec. 1, 2023](#)  
                                 [Minutes: Solid Waste Advisory Committee Meeting - December 1, 2023](#)

**7. Notice(s) of Motion**

**8. New Business**

**9. Adjournment**

The next meeting is February 21, 2024.

To ensure quorum, please advise Jessica Dorman ([jdorman@crd.bc.ca](mailto:jdorman@crd.bc.ca)) if you or your alternate cannot attend.

## Meeting Minutes

### Environmental Services Committee

---

Wednesday, November 15, 2023

1:30 PM

6th Floor Boardroom  
625 Fisgard St.  
Victoria, BC V8W 1R7

---

#### PRESENT

Directors: B. Desjardins (Chair) (EP), S. Tobias (Vice Chair), J. Bateman (for M. Tait) (EP), J. Brownoff, J. Caradonna, G. Holman (EP), D. Thompson, M. Westhaver (for D. Murdock)

Staff: T. Robbins, Chief Administrative Officer; L. Hutcheson, General Manager, Parks and Environmental Services; S. May, Senior Manager, Facilities Management & Engineering Services; R. Smith, Senior Manager, Environmental Resource Management; N. Elliott, Manager, Climate Action Programs; P. Kickham, Manager, Environmental Regulations; M. Lagoa, Deputy Corporate Officer; J. Dorman, Committee Clerk (Recorder)

EP - Electronic Participation

Regrets: Directors D. Kobayashi, D. Murdock, C. Plant, M. Tait, A. Wickheim

The meeting was called to order at 1:30pm.

#### 1. Territorial Acknowledgement

Director Thompson provided a Territorial Acknowledgement.

#### 2. Approval of Agenda

**MOVED** by Director Caradonna, **SECONDED** by Director Brownoff,  
That the agenda for the November 15, 2023 Environmental Services Committee meeting be approved.  
**CARRIED**

#### 3. Adoption of Minutes

- 3.1. [23-837](#) Minutes of the October 18, 2023 Environmental Services Committee Meeting
- MOVED** by Director Brownoff, **SECONDED** by Director Caradonna,  
That the minutes of the Environmental Services Committee meeting of October 18, 2023 be adopted as circulated.  
**CARRIED**

#### 4. Chair's Remarks

Acting Chair Tobias did not have any Chair's Remarks.



## 5. Presentations/Delegations

### 5.1. Presentations

- 5.1.1. [23-861](#) CRD Local Conservation Fund - Presentation from Lyndsey Smith, Coastal Douglas-fir Conservation Partnership
- L. Smith presented on behalf of the Coastal Douglas-fir Conservation Partnership regarding CRD Local Conservation Fund.

### 5.2. Delegations

- 5.2.1. [23-877](#) Delegation - Ryder Bergerud; Representing Sue Big Oil Salt Spring Team: Re: Agenda Item 7.1. Motion with Notice: Class Action Lawsuit Sue Big Oil (Director Holman)
- R. Bergerud spoke to Item 7.1.
- 5.2.2. [23-882](#) Delegation - Jonathan O'Riordan; Representing Creatively United for the Planet Society: Re: Agenda Item 6.2. Financial Support for Township of Esquimalt Integrated Resource Management - Biochar Testing
- J. O'Riordan spoke to Item 6.2.
- 5.2.3. [23-887](#) Delegation - Francois Brassard; Representing Esquimalt Climate Organizers: Re: Agenda Item 6.2. Financial Support for Township of Esquimalt Integrated Resource Management - Biochar Testing
- F. Brassard spoke to Item 6.2.
- 5.2.4. [23-894](#) Delegation - Andrew Gage; Representing West Coast Environmental Law: Re: Agenda Item 7.1. Motion with Notice: Class Action Lawsuit Sue Big Oil (Director Holman)
- A. Gage spoke to Item 7.1.

## 6. Committee Business

**6.1.**     [23-840](#)     Hartland Landfill Policy Changes and Adoption of Bylaw Nos. 4497 and 4567

R. Smith spoke to Item 6.1.

Discussion ensued on the following:

- implications towards rural depots and transfer stations
- illegal and municipal levels of dumping
- waste conservation and tipping fee reporting
- cruise ship waste and waste reduction

**MOVED by Director Thompson, SECONDED by Director Caradonna,  
The Environmental Services Committee recommends to the Capital Regional  
District Board:**

- 1. That Bylaw No. 4497, "Hartland Landfill Tipping Fee and Regulation Bylaw No. 6, 2013, Amendment Bylaw No. 4, 2023", be read a first, second and third time;**
- 2. That Bylaw No. 4497 be adopted;**
- 3. That Bylaw No. 4567, "Capital Regional District Ticket Information Authorization Bylaw, 1990, Amendment Bylaw No. 78, 2023", be read a first, second and third time; and**
- 4. That Bylaw No. 4567 be adopted.**

**CARRIED**

**6.2.**     [23-858](#)     Financial Support for Township of Esquimalt Integrated Resource Management - Biochar Testing

R. Smith spoke to Item 6.2.

Discussion ensued on the following:

- connection between pilot project and thermal processing
- biosolids usage for biochar
- cost advantages of testing biosolids and solid waste

**MOVED by Director Desjardins, SECONDED by Director Caradonna,  
The Environmental Services Committee recommends to the Capital Regional  
District Board:**

**That the Capital Regional District provide \$50,000 to the Township of Esquimalt in support of municipal solid waste biochar testing costs.**

**CARRIED**

**6.3.**     [23-789](#)     Bylaw No. 4575 - Regional Coordination of Biodiversity and Environmental Stewardship

P. Kickham spoke to Item 6.3.

Discussion ensued on the following:

- invasive species management
- funding sources and grant applications
- net requisition and offsetting adjustments

**MOVED by Director Thompson, SECONDED by Director Caradonna,  
That the Environmental Services Committee recommends to the Capital Regional District Board:**

- 1. That Bylaw No. 4575, "Biodiversity and Environmental Stewardship Coordination Establishing Bylaw No. 1, 2023", be introduced and read a first, second and third time;**
- 2. That participating area approval be obtained by regional alternative approval process; and**
- 3. That Bylaw No. 4575 be forwarded to the Inspector of Municipalities for approval.**

**CARRIED**

**6.4.**     [23-862](#)     Tendering of Hartland Landfill Heavy Equipment Operations Services Contract

S. May spoke to Item 6.4.

**MOVED by Director Thompson, SECONDED by Director Caradonna,  
The Environmental Services Committee recommends to the Capital Regional District Board:**

**That tendering Heavy Equipment Operations Services at the Hartland Landfill for a term of up to seven years be approved, with optional pricing for shredding services.**

**CARRIED**

**7. Notice(s) of Motion**

**7.1.     [23-871](#)           Motion with Notice: Class Action Lawsuit Sue Big Oil (Director Holman)**

G. Holman spoke to Item 7.1.

Discussion ensued on the following:

- quantifying costs and benefits
- Federation of Canadian Municipalities potential funding sources
- climate change impacts

Director Desjardins left the meeting at 3:10 pm.

**MOVED** by Director Holman, **SECONDED** by Director Caradonna,  
The Environmental Services Committee recommends to the Capital Regional District Board:

That staff report on the feasibility and merits of joining other local governments in a proposed class action lawsuit to recover a fair share of climate costs from 'big oil'.

**MOVED** by Director Holman, **SECONDED** by Director Caradonna,  
That the main motion be amended to replace "and merits" with ", merits and role".

**CARRIED**

The question was called on the main motion as amended:

The Environmental Services Committee recommends to the Capital Regional District Board:

That staff report on the feasibility, merits and role of joining other local governments in a proposed class action lawsuit to recover a fair share of climate costs from 'big oil'.

**CARRIED**

**8. New Business**

There was no new business.

**9. Adjournment**

**MOVED** by Alternate Director Westhaver, **SECONDED** by Director Thompson,  
That the November 15, 2023 Environmental Services Committee meeting be adjourned at 3:16 pm.

**CARRIED**

---

CHAIR

---

RECORDER

**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE  
MEETING OF WEDNESDAY, JANUARY 17, 2024**

---

**SUBJECT**     **2024 Environmental Services Committee Terms of Reference**

**ISSUE SUMMARY**

To provide the 2024 Environmental Services Committee Terms of Reference for information.

**BACKGROUND**

Under the *Local Government Act* and the CRD Board Procedures Bylaw, the CRD Board Chair has the authority to establish standing committees and appoint members to provide advice and recommendations to the Board.

On December 13, 2023, the CRD Board approved the 2024 Terms of Reference for standing committees. Terms of Reference (TOR) serve to clarify the mandate, responsibilities and procedures of standing committees and provide a point of reference and guidance for the committees and members.

Clarity on long-term biosolids management was added to the TORs for the Core Area Liquid Waste Management Committee (CALWMC), the Technical and Community Advisory Committee (TCAC), and the Environmental Services Committee.

The Environmental Services Committee mandate on resource recovery opportunities now includes the long-term Biosolids Management Plan. While CALWMC will continue to serve as the steering committee for TCAC, the TCAC will report through the Environmental Services Committee on long-term biosolids management planning.

The Environmental Services Committee TOR was updated to include the Solid Waste Management Plan under its regional solid waste function mandate. The 2024 Environmental Services Committee TOR is attached as Appendix A, and a redlined copy is attached as Appendix B.

The TOR are being provided for information to the Committee. Any proposed revisions to the TOR will require ratification by the Board.

**CONCLUSION**

Terms of Reference serve to clarify the mandate, responsibilities and procedures of committees and provide a point of reference and guidance for the committees and their members. Any future revisions to the TOR will require ratification by the Board.

**RECOMMENDATION**

There is no recommendation. This report is for information only.

Submitted by:	Marlene Lagoa, MPA, Manager, Legislative Services & Deputy Corporate Officer
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Kristen Morley, J.D., General Manager, Corporate Services & Corporate Officer
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENT(S)**

Appendix A: 2024 Environmental Services Committee Terms of Reference – Approved Dec 13  
2023

Appendix B: 2024 Environmental Services Committee Terms of Reference – Redlined



## **ENVIRONMENTAL SERVICES COMMITTEE**

### **PREAMBLE**

The Capital Regional District (CRD) Environmental Services Committee is a standing committee established by the CRD Board and will oversee and make recommendations to the Board regarding waste management, resource recovery, climate change and other environmental matters.

The Committee's official name is to be:

Environmental Services Committee

### **1.0 PURPOSE**

- a) The mandate of the Committee includes overseeing and making recommendations to the Board regarding the following functions:
  - i. Regional solid waste function, including the Solid Waste Management Plan
  - ii. Environmental protection, monitoring and compliance
  - iii. Community climate action
  - iv. Resource recovery opportunities, including the Long-term Biosolids Management Plan
- b) The Committee will also:
  - i. Serve as the Plan Monitoring Advisory Committee for the current Solid Waste Management Plan (SWMP)
  - ii. Stand as the steering committee for the revised SWMP
- c) The following committees will report through the Environmental Services Committee:
  - i. Climate Action Inter-Municipal Task Force
  - ii. Solid Waste Advisory Committee (SWAC)
  - iii. Technical and Community Advisory Committee (TCAC)

### **2.0 ESTABLISHMENT AND AUTHORITY**

- a) The Committee will make recommendations to the Board for consideration; and
- b) The Board Chair will appoint the Committee Chair, Vice Chair and Committee members annually.

### **3.0 COMPOSITION**

- a) Committee members will be appointed CRD Board Members;
- b) All Board members are permitted to participate in standing committee meetings, but not vote, in accordance with the CRD Board Procedures Bylaw; and
- c) First Nation members are permitted to participate in standing committee meetings at their pleasure, in accordance with the CRD Procedures Bylaw, where the Nation has an interest in matters being considered by the committee.

### **4.0 PROCEDURES**

- a) The Committee shall meet on a monthly basis, except August and December, and have special meetings, as required
- b) The agenda will be finalized in consultation between staff and the Committee Chair and any Committee member may make a request to the Chair to place a matter on the agenda through the Notice of Motion process;
- c) With the approval of the Committee Chair and the Board Chair, Committee matters of an urgent or time sensitive nature may be forwarded directly to the Board for consideration; and
- d) A quorum is a majority of the Committee membership and is required to conduct Committee business.

### **5.0 RESOURCES AND SUPPORT**

- a) The General Manager of Parks & Environmental Services will act as liaison to the Committee; and
- b) Minutes and agendas are prepared and distributed by the Corporate Services Department.

*Approved by CRD Board December 13, 2023*



# Terms of Reference

The logo for the Capital Regional District (CRD) is located in the top right corner of the header. It consists of the letters "CRD" in a stylized, bold, sans-serif font, positioned above a series of three curved, overlapping lines that suggest a landscape or water.

## ENVIRONMENTAL SERVICES COMMITTEE

### PREAMBLE

The Capital Regional District (CRD) Environmental Services Committee is a standing committee established by the CRD Board and will oversee and make recommendations to the Board regarding waste management, resource recovery, climate change and other environmental matters.

The Committee's official name is to be:

Environmental Services Committee

### 1.0 PURPOSE

- a) The mandate of the Committee includes overseeing and making recommendations to the Board regarding the following functions:
  - i. Regional solid waste function, including the Solid Waste Management Plan
  - ii. Environmental protection, monitoring and compliance
  - iii. Community climate action
  - iv. Resource recovery opportunities, including the Long-term Biosolids Management Plan
- b) The Committee will also:
  - i. Serve as the Plan Monitoring Advisory Committee for the current Solid Waste Management Plan (SWMP)
  - ii. Stand as the steering committee for the revised SWMP
- c) The following committees will report through the Environmental Services Committee:
  - i. Climate Action Inter-Municipal Task Force
  - ~~ii.~~ ii. Solid Waste Advisory Committee (SWAC)
  - ~~iii.~~ iii. Technical and Community Advisory Committee (TCAC)

### 2.0 ESTABLISHMENT AND AUTHORITY

- a) The Committee will make recommendations to the Board for consideration; and
- b) The Board Chair will appoint the Committee Chair, Vice Chair and Committee members annually.

### **3.0 COMPOSITION**

- a) Committee members will be appointed CRD Board Members;
- b) All Board members are permitted to participate in standing committee meetings, but not vote, in accordance with the CRD Board Procedures Bylaw; and
- c) First Nation members are permitted to participate in standing committee meetings at their pleasure, in accordance with the CRD Procedures Bylaw, where the Nation has an interest in matters being considered by the committee.

### **4.0 PROCEDURES**

- a) The Committee shall meet on a monthly basis, except August and December, and have special meetings, as required
- b) The agenda will be finalized in consultation between staff and the Committee Chair and any Committee member may make a request to the Chair to place a matter on the agenda through the Notice of Motion process;
- c) With the approval of the Committee Chair and the Board Chair, Committee matters of an urgent or time sensitive nature may be forwarded directly to the Board for consideration; and
- d) A quorum is a majority of the Committee membership and is required to conduct Committee business.

### **5.0 RESOURCES AND SUPPORT**

- a) The General Manager of Parks & Environmental Services will act as liaison to the Committee; and
- b) Minutes and agendas are prepared and distributed by the Corporate Services Department.

*Approved by CRD Board* \_\_\_\_\_

**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE  
MEETING OF WEDNESDAY, JANUARY 17, 2024**

---

**SUBJECT     Climate Budgeting Update**

**ISSUE SUMMARY**

To summarize what staff heard at the June 26, 2023 workshop on Carbon/Climate Budgeting and to seek direction on recommended next steps.

**BACKGROUND**

In November 2022, the District of Central Saanich submitted a letter to the Capital Regional District (CRD) Board requesting “that the CRD adopt a policy of carbon budgeting as part of its budget cycle, intending to provide CRD member local governments with their estimated annual carbon budgets.” As recommended by the Board on April 12, 2023, CRD staff hosted a workshop for both local government staff and elected officials on the topic of Carbon/Climate Budgets.

**Terminology Clarification**

CRD staff have previously reported to the Board on the concept of a “carbon budget”, which refers to a calculation of the total remaining carbon pollution the global community can emit before the chance of exceeding a global warming target is beyond risk thresholds. In the Canadian local government discourse, the term “carbon budget” has been used synonymously with the term “climate budget”, causing confusion in relation to the national and international use of the terms. Climate budget can be defined as a system that integrates climate considerations into the financial budget and creates transparency and accountability for climate action. In summary, the term “climate budget” is used to describe the governance mechanism, and the term “carbon budget” refers to a calculated pollution risk threshold.

**Workshop Summary and Results**

At the workshop, participants heard from national and international practitioners who work on the topic of Climate Budgets, and also from a climate communications expert – to help the group better understand what Climate Budgeting could mean for the region. Seven overarching themes were observed, and the synthesis of the discussions amongst participants revealed differing views associated with Climate Budgeting. The following opportunities and challenges are summarized:

- Climate Budgeting would support mainstreaming climate action and potential cross/extra-jurisdictional work if the CRD took on the work, but it may also have the unintended consequence of slowing down climate action by focusing staff capacity on data analysis and reporting.
- Similarly, while Climate Budgets would support more transparency, the technical nature of the work presents challenges with effectively communicating the complex results to the public.
- Staff also identified tensions associated with evaluating resiliency projects via Climate Budgeting and the difficulty of producing quantitative evaluation of project greenhouse gas impacts fast enough to impact decision-making.

For more detail on the themes observed, as well as the challenges and opportunities, refer to Appendix A.

Further discussions with both the CRD's Climate Action Inter-Municipal Working Group (staff) and Task Force (elected officials) indicated limited appetite for implementing a region-wide Carbon Budget or Climate Budget. That said, City of Victoria staff have been directed by Council to consider Climate Budgeting and intend to report back. Some staff indicated that they may be interested in utilizing certain elements of the Climate Budgeting framework in the near term, while others noted that they are not currently prepared to embed this in municipal processes. Overall, the focus of the Task Force has been on determining how the CRD can support greater community-wide climate action capacity building and education initiatives.

### **CRD's Proposed Approach**

Currently, neither the CRD, nor any local government within the region, utilizes a Climate Budgeting framework, but many have a history of similar work. The CRD, for example, worked to establish a "climate lens" on capital projects over \$100,000 as an outcome of the 2018 Corporate Climate Action Plan. This initiative ultimately failed to achieve its objective, in part because it was not fully integrated into the CRD's existing governance systems. The CRD now employs three corporate policies that are fully integrated into those systems (i.e., Green Fleet Policy, Carbon Price Policy, and Green Building Policy). These policies are the outcome of years of learning, internal engagement, and Board direction, as highlighted in the 2021 CRD Climate Action Strategy and recent Board priorities.

Global non-profit, C40 Cities, which has been working to promote the adoption of Climate Budgets, established seven principles for developing a Climate Budget (Appendix B). These principles are broadly applicable to the CRD's climate lens work. Staff intend to utilize those principles and the learnings from Climate Budgeting efforts among municipal colleagues across the country as the CRD moves toward full integration of the climate lens into corporate decisions. However, given the existing commitments, the input from inter-municipal staff and elected official stakeholders, and the current challenges associated with Climate Budgeting at the CRD, full-scale Climate Budgeting is unlikely to be successfully implemented in this planning cycle (i.e., during the term of the five-year 2021 Climate Action Strategy). Regardless, as this framework progresses, learnings and best practices will continue to be shared locally, through existing inter-municipal committees.

### **ALTERNATIVES**

#### *Alternative 1*

The Environmental Services Committee recommends to the Capital Regional District Board:  
That staff be directed to:

1. work internally on the elements of Climate Budgeting to understand what new governance mechanisms would look like in practice;
2. develop public communications materials, based on the latest greenhouse gas inventory data, for use by the CRD and local governments that more clearly communicate the urgency of this policy issue; and
3. consider Climate Budgeting in the CRD's next climate action strategy planning cycle.

#### *Alternative 2*

That this report be referred back to staff for additional information.

## **IMPLICATIONS**

### *Alignment with Board & Corporate Priorities*

The recommendations are broadly in line with the Board's priority Governance initiative 5b to strengthen Board decision-making frameworks to include a climate action lens.

### *Alignment with Existing Plans & Strategies*

The recommendations align with goal 1 of the CRD Climate Action Strategy to integrate climate action priorities into decision making across the organization and actions related to regional education and outreach.

### *Environmental & Climate Action*

The recommendation would enable staff to continue to embed a climate lens within corporate decision-making processes, while working through some challenges identified with Climate Budgeting. Staff would properly evaluate the emerging governance framework in the creation of the CRD's next Climate Action Strategy.

### *Service Delivery Implications*

Staff have capacity within existing workplans to pursue the recommendation, as proposed, while continuing to implement existing commitments within the CRD's Climate Action Strategy.

## **CONCLUSION**

At the workshop, participants heard from national and international practitioners who work on the topic of Climate Budgets, and also from a climate communications expert – to help the group better understand what Climate Budgeting could mean for the region. The synthesis of the discussions and input collected revealed differing views across the region's local governments. In the near term, staff propose to adopt elements of climate budgeting within the CRD's decision-making processes, in line with climate lens related goals within the 2021 CRD Climate Action Strategy and current Board priorities. Learnings will continue to be shared with municipal partners through existing inter-municipal networks and be considered as the CRD renews its Climate Action Strategy in 2025.

## **RECOMMENDATION**

The Environmental Services Committee recommends to the Capital Regional District Board:  
That staff be directed to:

1. work internally on the elements of Climate Budgeting to understand what new governance mechanisms would look like in practice;
2. develop public communications materials, based on the latest greenhouse gas inventory data, for use by the CRD and local governments that more clearly communicate the urgency of this policy issue; and
3. consider Climate Budgeting in the CRD's next climate action strategy planning cycle.

Submitted by:	Nikki Elliott, BES, MPA, Manager, Climate Action Programs
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

**ATTACHMENTS**

Appendix A: What We Heard Summary Report – Climate/Carbon Budgeting Workshop  
(December 2023)

Appendix B: Climate Budgeting: Transforming Governance to Mainstream Climate Action – C40  
Cities and Arup

# Capital Regional District

---

## What We Heard Summary Report: Climate/Carbon Budgeting Workshop

Capital Regional District | December 2023

The following provides a summary “What We Heard” report from the CRD’s Carbon and Climate Budgeting Workshop held on Monday, June 26, 2023, and follow-up sessions with the CRD’s inter-municipal climate committees in September 2023.

## Table of Contents

Introduction .....	2
Overarching Themes.....	3
<b>Theme 1: Mainstreaming</b> .....	3
<b>Theme 2: More &amp; Faster!</b> .....	3
<b>Theme 3: Cross/Extra Jurisdictional Work</b> .....	4
<b>Theme 4: Transparency</b> .....	4
<b>Theme 5: Public Communication</b> .....	5
<b>Theme 6: Unintended Consequences</b> .....	5
<b>Theme 7: Staff Capacity / Opportunity Costs</b> .....	5
Additional Engagement – September 2023 .....	6
Opportunities and Challenges.....	7
Appendix A – Agenda and Speakers.....	9
Appendix B – June 26, 2023 Meeting Notes .....	10
Graphic Meeting Notes (Fishbowl and Local Government Context) .....	10
Presentation Slides: Setting the Local Context.....	15
Presentation Slides: Cara Pike, Re.Climate Communicating for Change.....	27
Graphic Meeting Notes (Cara Pike Presentation & Q&A).....	39
Table Workshop Notes and Transcriptions.....	41



## Introduction

The Capital Regional District's (CRD) Climate/Carbon Budgeting Workshop held on June 26, 2023, brought together municipal staff and council members to explore the opportunity to implement a Climate or Carbon Budget among local governments in the capital region.

Whereas a *Carbon Budget* sets limits for how much total carbon dioxide (CO<sub>2</sub>) emissions may be permitted by human activities within a geographical or political boundary, a *Climate Budget* is a governance system that integrates climate considerations into local government decision-making, creating transparency and accountability for climate action.

CARBON Budgeting	CLIMATE Budgeting
A carbon budget is the cumulative amount of carbon dioxide (CO <sub>2</sub> ) emissions that is permitted to limit global warming to within a specified temperature threshold (i.e., 1.5°C or 2°C above pre-industrial levels). Most often, this refers to the total net amount of CO <sub>2</sub> that can be emitted by human activities within a geographical or political boundary.	A climate budget is a governance system that integrates climate considerations into the financial budget and creates transparency and accountability for climate action. To the extent possible, actions are linked to an estimated emissions reduction and funding approach to illustrate the costs required to achieve the targeted emissions reductions.

(Adapted from C40 Cities, 2022)

In practice, the terms Carbon Budget and Climate Budget have been used to describe overlapping bodies of work. We use the term "Climate/Carbon Budget" throughout this document to refer to a process or governance system used to reduce regional CO<sub>2</sub> emissions.

The Carbon/Climate Budgeting Workshop aimed to meet the following goals:

- Goal 1** Share information: Hear from practitioners developing and implementing Carbon and Climate budgets.
- Goal 2** Build staff and elected official capacity on regional climate action communication and implementation.
- Goal 3** Gather participant input to better understand the potential costs and benefits of Carbon and Climate budgets for the region.

To establish a Climate/Carbon Budget, local governments must consider a variety of budget parameters, including its scope (i.e., corporate versus community emissions), what can be sufficiently quantified to support decision-making, staff capacity and the target audience.

After hearing from 11 climate action practitioners from nine different communities on the development and implementation of Carbon and Climate Budgets (Appendix A), almost 30 local government staff and council members gathered to discuss the parameters around a Climate/Carbon Budget, as well as the potential costs and benefits of implementing this practice in the capital region.

This report highlights seven themes that emerged from the workshop on June 26, 2023, and follow-up discussions with the CRD Climate Action Inter-Municipal Working Group and CRD Climate Action Inter-Municipal Task Force in fall 2023. Opportunities and challenges associated with implementing a Climate/Carbon Budget in the region are articulated to inform staff recommendations for next steps.

## Overarching Themes

### Theme 1: Mainstreaming

The first theme from the workshop discussion highlights the need to mainstream climate action across organizations. While Climate/Carbon Budgeting was seen as an opportunity to mainstream climate action, feedback suggested that creating this consistency across organizations is necessary regardless of a specified emissions target or budget. Ideas to mainstream climate action included embedding sustainability staff in other departments, providing training for staff on climate topics, developing/adjusting decision-making frameworks, and building governance processes for more effective climate action.

“How does sustainability best get integrated into our local government processes? How do we all (staff across departments) get aligned?”

“Need to be able to build upon existing tools to be relevant to municipalities.”

“Climate budgeting seems like a good way to integrate climate action into Budget/Strategic Planning.”

### Theme 2: More & Faster!

Much of the feedback highlighted an urgency to act now and do more. This feedback suggested adopting a paradigm shift where we increase budgets and spend what it takes to reduce emissions

effectively. Others urged for earlier investment in climate action, and that granting bodies should act faster and provide more money to support these efforts.

“Our budgets are decided based on what we are used to spending on a normal day, we need to change that paradigm and increase budgets.”

“More action means less reaction.”

### Theme 3: Cross/Extra Jurisdictional Work

The third theme suggests a need for increased collaboration across jurisdictions, both regionally and beyond. Some feedback highlighted the critical role of the provincial and federal governments in phasing out oil and gas production by developing a more progressive tax system and providing more funding. Others emphasized the role of the CRD in supporting a regional Climate/Carbon budget by providing capacity building and tools to integrate climate-focused decision-making.

“The benefit of doing this together [is] to be able to compare regionally. We need time during roundtables at committee [to discuss this].”

“CRD a source of capacity building.”

“We may see increased GHG emissions in Victoria if all the densification happens at the core. How does per capita fit in?”

### Theme 4: Transparency

The fourth theme centered on a need to be open and honest with the public (and with ourselves). In general, many attendees noted the importance of being transparent on emissions reductions progress or being transparent on the implications of local government decisions on climate goals, either through climate/carbon budgeting or other decision-making processes. They also noted that through simple and direct messaging, this transparency could empower the public and increase political will for climate action. To do so, we must also increase our awareness of the conflicting messages that are visible to the public (i.e., those that are provided by fossil fuel providers).

“We need to regularly show the public where we are failing to hit targets.”

“Budgeting is a way of telling the truth to ourselves and to the public.”

## Theme 5: Public Communication

Reflecting on Cara Pike from Re.Climate's presentation on 'Climate Change Public Opinion and Engagement', many comments noted the importance of using plain language for communications and highlighting positive and hopeful messaging through real-world success stories. Climate/Carbon budgeting was seen as a tool to engage with the public and highlight the urgency of climate change; however, some noted that the language around carbon budgets is often too technical for the public and there is risk of getting caught up in the details.

"Carbon budgets are often too technical for the public. [There is] risk of getting lost in the weeds."

"[It is] leadership's responsibility to push transformation using easy to understand language."

## Theme 6: Unintended Consequences

The discussion highlighted various unintended consequences of implementing Climate/Carbon Budgeting. For instance, some showed concern for the financial barriers to reducing carbon emissions, which could cause individuals with lower financial means to bear the brunt of the impacts. Others saw risk in the big picture benefits getting lost in the budgeting process, and that this would be highly resource intensive.

"The speakers noted that current work has not influenced decision-making (GHG-lagging indicator)."

"There are real immediate financial barriers and there is a danger of leaving those people behind. The poor bear the brunt of the impacts."

## Theme 7: Staff Capacity / Opportunity Costs

The final theme that emerged during the workshop discussion was a concern that there would not be enough staff capacity available to complete this work or that it would take away from implementation of actions. Feedback noted that there is varying staff capacity across the region (i.e., based on rural versus urban regionality and budget size) and that this may impact the effectiveness of a regional Climate/Carbon Budget. We heard from other practitioners already engaging in this work that the process was resource intensive, especially because it was a new area of work.

“Carbon budgeting consumes staff resources through lost action and reporting opportunities. Is there a net benefit?”

“There is different capacity of staff across the region. It’s important to have staff understand these concepts to present policy options.”

“Concerned that the cost of the plan and the time to make it may ‘eat into’ time we have left.”

## Additional Engagement – September 2023

At the September meetings, the CRD Climate Action Inter-Municipal Working Group (IMWG) (i.e., staff) and CRD Climate Action Inter-Municipal Task Force (Task Force) (i.e., elected officials) were presented with the summary themes from this report and implications were further discussed.

At the IMWG meeting on September 20, 2023, staff reiterated concerns around capacity and the potential for this work to detract from other workplan priorities. The City of Victoria has been directed by Council to consider Climate/Carbon budgeting and intends to report back shortly. Some members noted that Climate/Carbon budgeting is much more appropriate for corporate-focused decision making versus community-wide. Some staff indicated that they may be interested in utilizing certain elements of the climate budgeting framework in the near term, and others noted that they are not prepared to embed this in municipal processes at this time but may consider it in the future. Regarding greenhouse gas accounting, some members noted that it is important to focus on the big moves rather than become stuck in the minutia. Further, some members noted if additional resources are available, they should be directed at adaptation programming, as this remains a gap in many local/regional programs.

At the Task Force Meeting on September 29, 2023, members of the Task Force who attended the workshop shared their perspectives and expressed concern about the utility of Climate/Carbon Budgeting, especially when considering the current state of global emissions. The use of Climate/Carbon Budgeting frameworks as a public engagement tool was contrasted with existing tools, such as the forthcoming Extreme Heat Vulnerability dashboard, Saanich Carbon Calculator, the Oak Bay Coolkit program, the Climate Action to-go Kits and outreach specific to the Home Energy Navigator and its home decarbonization focus.

## Opportunities and Challenges

There is a clear desire among workshop attendees for local governments to continue to take accelerated action to reduce carbon pollution. We heard from workshop participants that Climate/Carbon Budgeting offers a unique opportunity to support a low carbon future by focusing attention on a calculated pathway to reduce regional CO<sub>2</sub> emissions. It also focuses attention on important areas, such as spheres of influence and inter-jurisdictional governance. However, the pathway to implementing a Carbon/Climate Budget is difficult and the resulting governance system is somewhat unclear. Below we outline the opportunities and challenges associated with engaging in this work.

### Projects that are difficult to quantify

One of the challenges relates to projects that are difficult to quantify, including those pertaining to resilience in the face of changing climate. The CRD has successfully created several tools (e.g., regional/local government greenhouse gas inventories, 2017 Climate Projections for the Capital Region report, 2020 Coastal Flood Inundation Report, etc.) that have been utilized by local governments in the region as a launching point to leverage further work. In some cases, the scale or scope of this type of work is difficult to quantify and is challenging to fit into a Climate Budgeting framework. In other cases, results do not always directly correlate to emission reductions *per se*. Consequently, the methodology would need to build in difficult-to-quantify projects.

### Qualification versus quantification

While mainstreaming climate action is a major outcome of Climate/Carbon Budgeting, qualitative evaluation was observed by some Canadian practitioners as the primary means for achieving mainstream impacts on project decisions. At the same time, the C40 Cities expert in Climate Budgeting reminded the audience that quantitative evaluations of projects are crucial to the Climate/Carbon Budgeting process as they inform further decisions about the number and scale of projects needed to meet emissions targets, yet many quantitative evaluations are time-consuming and may not be timely enough to impact annual budget decisions.

### Transparency that people understand

There is a need to balance transparency and plain language communications. The climate communications research described by Cara Pike from Re.Climate, and participants' reflections, indicate that local governments need to communicate their efforts in plain language. The more technical and jargon-filled our work becomes, the more challenging the issue of communicating the relevance of climate action is. Local governments would need to more thoroughly consider how we communicate this work.

**Inter-jurisdictional buy-in and harmonization**

Inter-jurisdictionally, local governments need to agree to implement a Climate Budget, or an analogous project. The CRD has no jurisdictional authority to mandate the internal processes of individual municipalities. Individual local governments would need to commit internal resources and potentially create a mandate to implement this work.

Local Climate Budgets would need to be balanced against the granting requirements of higher levels of government. Because so much of municipal infrastructure funding is obtained through grants, or other cooperative funding processes, effort would need to be made to align the project with the direction of senior levels of government. Process development would need to balance individual municipal needs and inter-jurisdictional harmonization.

## Appendix A – Agenda and Speakers

### Agenda:

- Carbon and Climate Budget user experience fishbowl with...
  - Marc-Oliver Pepin: *Villa De Montréal*
  - Amber Weckworth: *City of Saskatoon*
  - Nancy Chow: *City of Edmonton*
  - Catrin Robertsen: *C40 Cities*
  - Mercedes Broda: *City of Calgary*
  - Claire Beckstead: *City of Calgary*
  - Brad Badelt: *City of Vancouver*
- Local Government Context with...
  - Rebecca Newlove: *District of Saanich*
  - Kira Gill-Maher: *Town of Sidney*
  - Nikki Elliott: *Capital Regional District*
- Climate Change Public Opinion and Engagement with Cara Pike: *Climate Access* and *RE: Climate*
- Workshop: Putting the Pieces Together with all attendees!



## Appendix B – June 26, 2023 Meeting Notes

### Graphic Meeting Notes (Fishbowl and Local Government Context)

**THE FISHBOWL**

■ CARBON/CLIMATE BUDGETING

- ↳ EVOLVING PROCESS
- ↳ TRAJECTORY TO REACH NET ZERO \* by 2050
- ↳ INTEGRATE INTO SERVICE PLANNING
- ↳ IDENTIFY GAPS
- ↳ INCORPORATE ADAPTATION
- ↳ ARE THERE GENERIC STEPS TO CARBON/CLIMATE BUDGETING?

Diagram: Three stick figures standing next to an arrow pointing right, labeled "COUNCIL DIRECTION".

□ GETS DIFFERENT AREAS TALKING

↳ BREAK INVISIBLE BARRIERS

□ CLIMATE BUDGETING MAINSTREAMS CLIMATE INTO DECISION-MAKING ★

———— CITY-WIDE vs. CORPORATE ————

□ PROGRAMS/POLICIES/PROJECTS (COMMUNITY-LEVEL)

□ CITY WIDE EMISSIONS → WE HAVE IMPACT.  
"BUILD IT AND THEY WILL COME"

□ APPLES and ORANGES in terms of financing

? HOW CAN WE SHARE BEST PRACTICES ACROSS THE COUNTRY?

- ↳ INFORMATION DIGESTIBLE FORM → DECISION-MAKING

? WHAT ARE THE ADMIN COSTS?

- ↳ pulling back from other projects
- ↳ climate

? WHAT WOULD YOU DO DIFFERENT?

- LESS EMPHASIS ON HOW TO QUANTIFY, \* MORE ON HOW IT FITS INTO GOVERNANCE FRAMEWORK
- FOCUS ON IMPLEMENTATION

Diagram: A curved arrow pointing from the "WHAT WOULD YOU DO DIFFERENT?" section to the "FRAMEWORK" part of the previous bullet point.

Diagram: A curved arrow pointing from the "FRAMEWORK" part of the previous bullet point to the text "REQUIRES MORE TIME + PATIENCE".

## THE GOOD

- ❑ BREAKS INVISIBLE BARRIERS
- ❑ FACILITATES CONVERSATION / LITERACY
- ❑ ACCOUNTABILITY  $\Rightarrow$  TOOL TO SHOW LEADERSHIP
- ❑ USE INFORMATION TO LEVERAGE ACTION
- ❑ HIGHLIGHTS HOW FAR WE ARE

## THE BAD

- ❑ NEED CONSISTENT TAXONOMY
- ❑ PRIORITIZATION
- ❑ DISTRACTING  $\Rightarrow$  ADDITION PIECE
- ❑ FUNDING \* RESOURCE INTENSIVE \*
- ❑ NOT A SILVER BULLET
  - ↳ FOLLOW-UP WITH COST EFFECTIVE ACTIONS
- ❑ NEW AREA OF WORK

PUBLIC AWARENESS  
WE RELY ON  
COLLECTIVE ACTION  
TO REACH GOALS


## MORE GOOD

- ❑ OPPORTUNITY TO BUILD CAPACITY
- ❑ OVERTIME WILL IMPROVE CLIMATE LITERACY  
& PROMOTE PROJECTS THAT  $\downarrow$  GHG EMISSIONS
- ❑ QUANTIFICATION USEFUL FOR PROJECT PLANNING

## MORE BAD

- ❑ LABOUR INTENSIVE
- ❑ NOT ENOUGH DETAILS TO PLAN AHEAD
- ❑ QUANTIFICATION PIECE NOT THAT INFORMATIVE TO DECISION-MAKING

# ? FISHBOWL - QUESTIONS ?

- DO YOU HAVE EXAMPLES OF SMALLER JURISDICTIONS DOING THIS WORK? YES!  
 L ALL MUNICIPALITIES IN NORWAY *← SOME very small!*  
 L START WITH WHAT YOU CAN CONTROL  
 L
- HOW DID YOU SET YOUR TARGETS?  
 L LOOKING @ SCIENCE-BASED METHODOLOGY TO LIMIT TO 1.5°C OF WARMING   
 L BASED ON CLIMATE ACTION PLAN, USED GLOBAL FAIR SHARE CONSIDERATIONS \* #S WERE  
 ⇒ ANNOUNCE THE CONTRAVERSIAL \*  
 ≡ SCALE ≡ of the PROBLEM.
- CAN YOU CLARIFY THE SCOPE OF YOUR EMISSIONS?  
 L COMPLETING CONSUMPTION-BASED INVENTORY

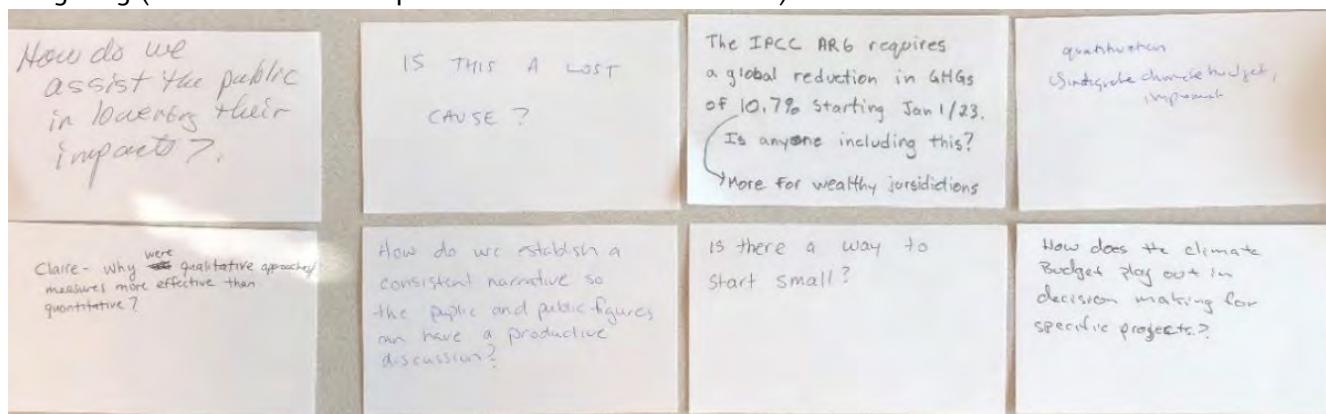
? HOW DOES RURAL HOUSING DENSITY PLAY IN?  
 □ SPECIFIC FUNDING ASPECTS CHALLENGING

? WHAT ARE THE CONSEQUENCES OF GOING OVER TARGETS?  
 COST OF INACTION → MITIGATION + ADAPTATION

? DID THIS INFLUENCE DECISIONS AT COUNCIL?  
 □ NOT YET; INFLUENCED AWARENESS/ATTENTION TO CLIMATE



**Unanswered questions:** To be noted as part of the ongoing conversation about carbon/climate budgeting (at least two online questions were lost in the ether).




## LOCAL CONTEXT

DISTRICT of SAANICH  
TOWN of SIDNEY  
CRD

- CORPORATE ACCOUNT FOR ~1% OF TOTAL EMISSIONS


↳ IMPORTANCE OF CLIMATE LEADERSHIP

- LAND-USE DECISIONS → COMMUNICATION, ADVOCACY, PROVINCIAL POLICY
- ↳ CLIMATE ADAPTATION STILL IN EMERGENCE


- ↓ 50% by 2030 ↓ 100% by 2050 

- TARGETS SET ON "CHANCE" THAT WE MAY NOT REACH THEM → WHY? allowing uncertainties
- ↳ EMISSIONS MUST REACH ZERO AS SOON AS POSSIBLE

- CONSUMPTIONS-BASED INVENTORY

\* FOOD \* ← high-carbon food types 


- IMPLEMENTATION REQUIRES PARTNERSHIP


- REPORTING ANNUALLY for ACCOUNTABILITY 

↳ WORKING AT GETTING BETTER DATA THROUGH COLLABORATION


- SMALLER GOVERNMENT SIZE = GOOD FOR CROSS-COMMUNICATION

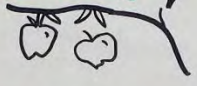
- CLIMATE INTERACTS w OTHER PLANNING

- GLOBAL FAIR SHARE TARGET → EQUITY 


- SIDNEY'S UNIQUE VULNERABILITY TO CLIMATE IMPACTS 

- TARGET BARRIERS THAT THE COMMUNITY FACE
- ↳ PRAGMATIC APPROACH, ↑ AWARENESS

- CORPORATE TRANSPORTATION & BUILDINGS 

↳ GOT THE LOW-HANGING FRUIT 

↳ WHAT'S NEXT? \$ \$

- MORE TIME/RESOURCES TO DO THE BUDGET & THE PROJECTS 

- CRD CORPORATE POLICIES

① green fleet ② green building ③ carbon price

↑ WHO SHOULD DO THE BUDGETING?

## Presentation Slides: Setting the Local Context

# Setting the Local Climate Action Context

Rebecca Newlove, Manager of Sustainability, District of Saanich

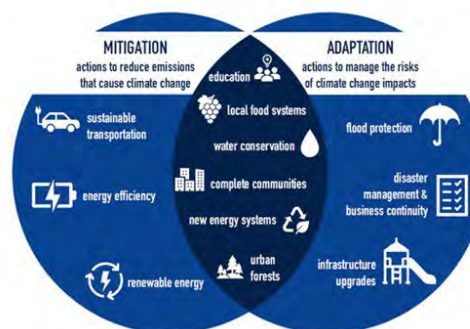
Kira Gill-Maher, Climate Action Coordinator, Town of Sidney

Nikki Elliott, Manager, Climate Action Programs, Capital Regional District



## Considerations

2020 Capital Region Community Energy Emissions



High ← Local Government Relative Influence of GHG Emissions → Low

Municipal infrastructure, buildings and fleet.

Transportation network  
Land use patterns  
Solid waste  
Building efficiency standards

Transportation mode share  
Residential and business energy efficiency  
Food security

Air travel  
Industrial energy efficiency  
Vehicle standards  
Energy utilities



## Climate Action Implementation



Infrastructure Investments



Policy and Regulation

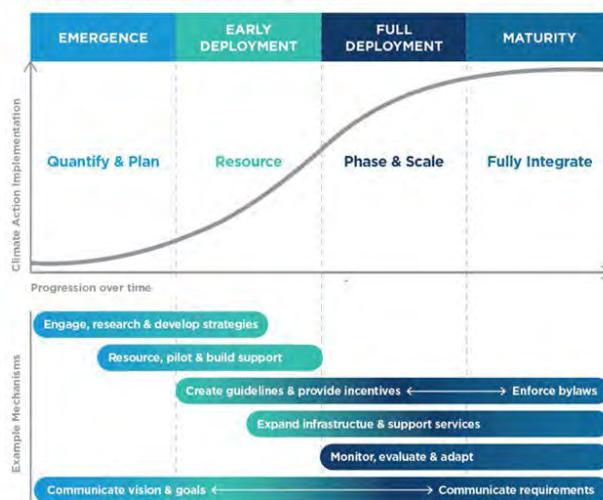
Advocacy and input to Provincial & Federal policy, regulations & programs



Outreach

Community Programs & Incentives

### STAGES OF CLIMATE ACTION MATURITY



City of Victoria, 2022

District of  
Saanich –  
Implementing  
our Big Climate  
Plan Moves



## District of Saanich Climate Goals/Targets

### Community-wide Targets



### Corporate Targets



## Establishing Climate Goals/Targets

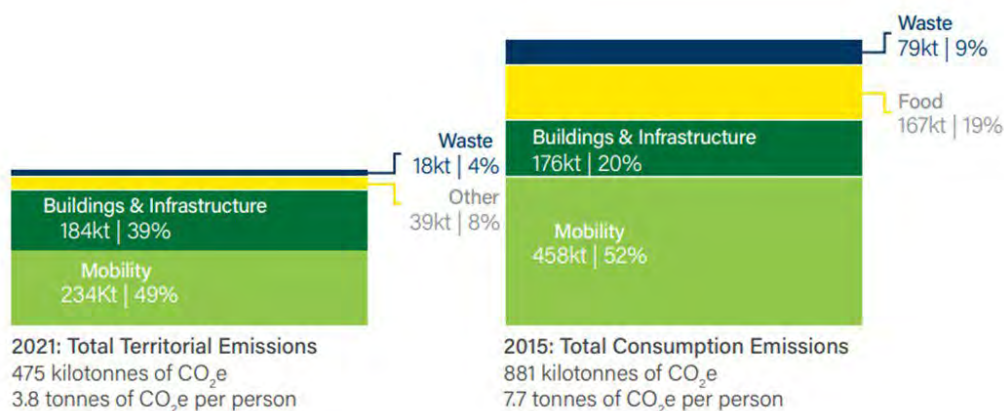
- A carbon budget is distinct but related to setting GHG targets
- 2018 IPCC Special Report (SR15) - provided multiple estimates for the remaining global carbon budget
- Dependent upon different scenarios for limiting global warming to 1.5°C
  - 66.6% chance = 420 GtCO<sub>2</sub> remaining (as of 2018)
  - 50% chance = 580 GtCO<sub>2</sub> remaining (as of 2018)
- Basis for our climate targets
  - Estimated a 45% reduction in global emissions needed by 2030 (from 2010 levels); and
  - Zero carbon by 2050

### Assumptions & Uncertainties

- Permafrost thawing, methane release from wetlands = 100 GtCO<sub>2</sub>
- Transient Climate Response to Cumulative Carbon Emissions = ±400 GtCO<sub>2</sub>
- Uncertainties in levels of historic warming = ±250 GtCO<sub>2</sub>
- Non-CO<sub>2</sub> mitigation strategies = ±250 GtCO<sub>2</sub>



## Saanich GHG Emissions Inventory



## Saanich Climate Plan Focus Areas



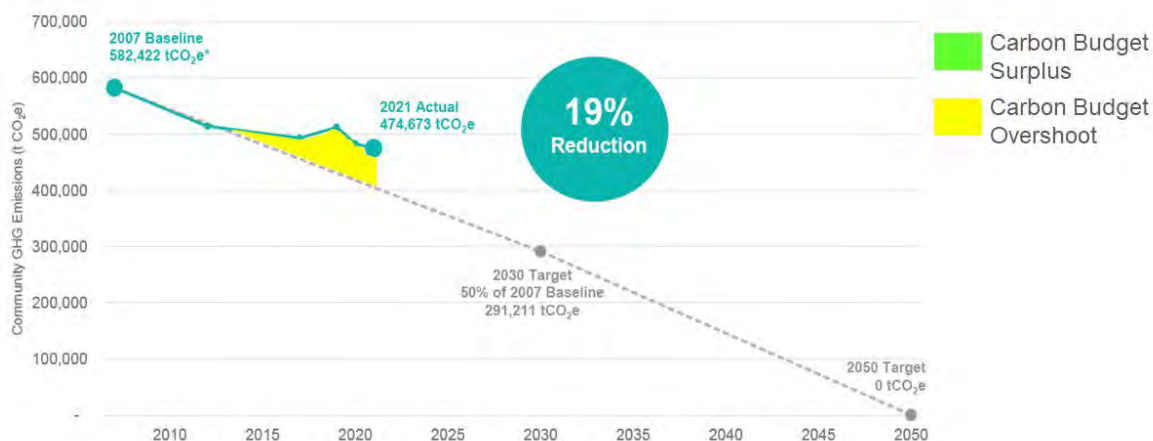
### Focus Area Content

- Vision
- Metrics (Objectives) – indicators and targets
- Overarching Strategies
- Actions (total of 131 actions)

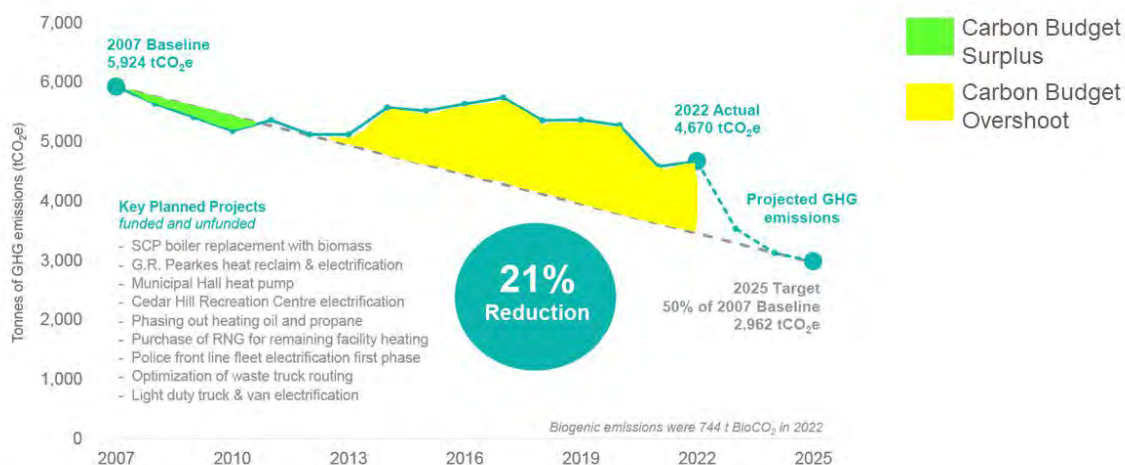
## Saanich Climate Plan - Implementation



## Progress on 2021 Community Emissions



## Progress on 2022 Corporate Emissions



## Reporting, Transparency & Accountability

- Annual GHG Inventories & sub-metric measurement and monitoring
- Annual Climate Plan Report Card
  - Climate Action Working Group
  - Climate Plan Monitoring & Reporting Framework
  - Clearly assigned responsibilities
- Globally
  - CDP (Carbon Disclosure Project) & Global Covenant of Mayors
- Provincially
  - LGCAP (Local Government Climate Action Program)
- Financial – Task Force on Climate-Related Financial Disclosures





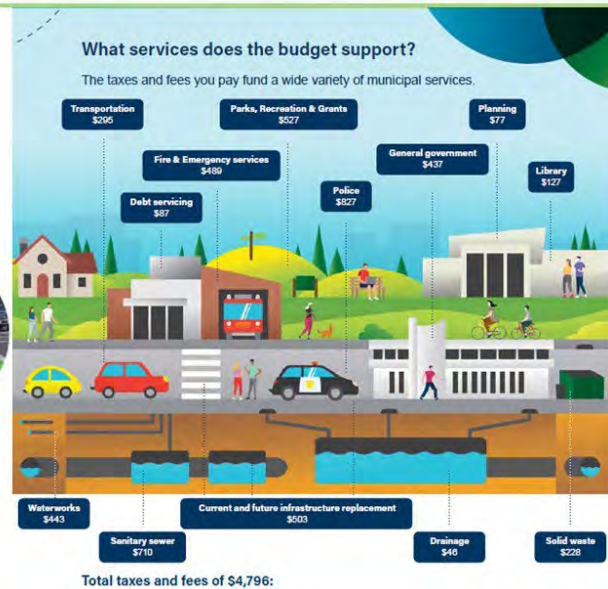
## Climate Budgeting & Decision Making

- Carbon Budget - distinct from Climate Budgeting
- Key Budget Focus Areas – aligned with Climate & Sustainability

### Key 2023 projects

- Shelbourne Street Improvement Project Phase 2 – \$22.8M
- Sidewalk and cycling Installation Program – \$3.6M
- Fleet, IT & other capital replacement for protective services – \$1.6M
- Lochside/Fowler Park Renewal Phase 2 – \$850K
- Pearkes HVAC upgrades – \$3.1M
- Tree and Trails Programs – \$1.3M

For detail on more capital projects go to the [Capital Projects Guide 2023](#)



## Climate Budgeting & Decision Making

- Saanich Financial Plan & Budget
  - Provides funding for planned and ongoing activities that deliver on the Strategic Plan
- Strategic Plan
  - Aligns with OCP 'Sustainable Saanich'
  - Informed by Strategic Plans & Policies e.g. ATP, Climate Plan, Housing Strategy, Facilities Masterplan



### Examples of Evaluating GHG Emissions to support Budget

- Building Retrofit Strategy actions e.g. Oil to Heat Pump Financing Program, Revitalization Tax Exemption
- E-Mobility Strategy actions e.g. EV Ready Plan and E-Bike incentives
- Corporate facility upgrade projects e.g. Pearkes, Cedar Hill Rec Centre
- Grant applications - Rutledge Park Splash Park and Shelbourne Street Improvements Project Phase 2

## Saanich Climate Plan Next Steps



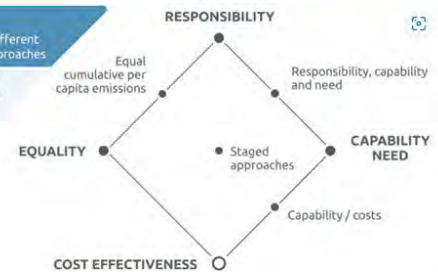
- Updated Climate Plan – 2025
- CDP A-List City & Race to Zero Cities commitment - Global Fair Share Target
- Global Fair Share Target
  - Allocates remaining budget to different regions based on historic responsibility, financial capacity to respond etc.
  - Several methodologies available
- Reach net zero as soon as possible
- While also addressing Climate Adaptation and Sustainability Values
  - Cost of Doing Nothing
  - Innovative and new funding opportunities

### FAIR SHARE

Defining what is fair through different categories of effort sharing approaches

Each category emphasises one aspect of effort-sharing. These different perspectives sometimes result in very different outcomes.

Source: Höhne, den Elzen, & Escalante, 2014



### CANADA'S FAIR SHARE (at least 140% or 1,039 Mt) =

**60%**  
(445 Mt CO<sub>2</sub>e)

domestic emissions reduction

#### AT HOME

Our domestic GHG emissions need to be cut by **at least 60% below 2005 levels by 2030**, with a view of fully decarbonizing the Canadian economy to achieve **net zero domestic GHG emissions as early as possible before 2050**.



**80%**  
(594 Mt CO<sub>2</sub>e)

emissions reductions abroad

#### INTERNATIONAL

Canada's fair share also means helping developing countries to reduce GHGs. This includes Canada providing **at least \$4bn USD annually by 2020**.

Source: ClimateActionNetwork.ca

Town of  
Sidney—  
Implementing  
our Big  
Moves - a  
Small(er)  
Community  
Perspective





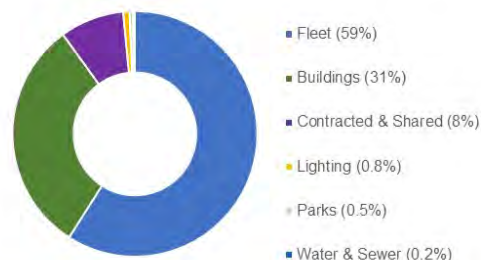
## Sidney and Climate Change

What are the biggest GHG emissions sources?

2020 Community GHG Emissions (tCO<sub>2</sub>e)



2022 Corporate GHG Emissions (tCO<sub>2</sub>e)



What are the community's Climate Risks?



Less Predictable  
Precipitation



Increasing  
Temperatures



Sea Level  
Rise

## Sidney and Climate Action

How is Sidney advancing climate action?

Following the updated Climate Action Plan (2022)  
Interdepartmental and intergovernmental collaboration

Prioritizing actions in high emissions sources categories

- **Community:** Transportation (44%), buildings (39%)
- **Corporate:** Transportation (59%), buildings (31%)

Prioritizing actions that respond to Sidney's local climate risks

- **Ongoing:** Integrating climate change risk information into decision-making
- **Project-based:** Sea level rise adaptation project
- Emergency management planning

How does Sidney track and report?

Tracking internally

- Action tracking spreadsheet

Reporting externally

- Town Annual Report (starting 2023)
- Provincial reporting: LGCAP (previously CARIP)

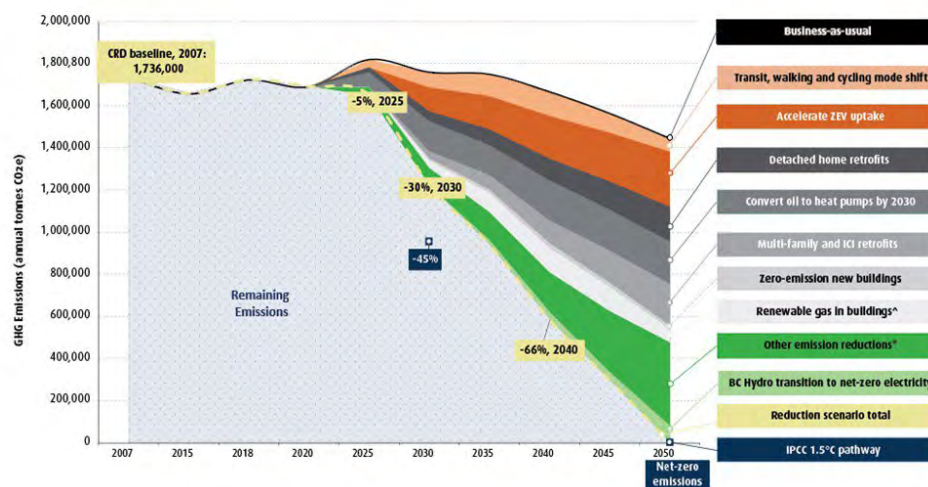
Leveraging regional tracking & reporting

- Community emissions inventory (Released biannually by CRD)
- Regional climate risks assessed by CRD & Province

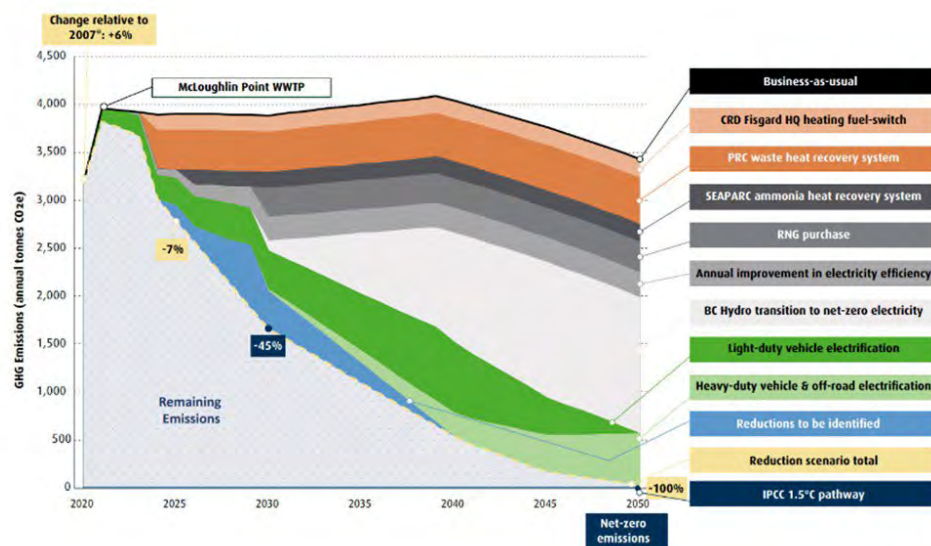
## Capital Regional District— Implementing our Big Moves



### Community Emissions Reduction Plan



## CRD Corporate Emissions Reduction Plan



CRD

## Climate Action Strategy



### Regional target

Reduce regional greenhouse gas (GHG) emissions 61% by 2038 based on 2007 levels (as per 2018 Regional Growth Strategy).

### Corporate target

Reduce corporate GHG emissions 45% by 2030 based on 2007 levels, and reach net-zero GHG emissions before 2050.



Climate Focused  
Decision Making



Sustainable land use,  
planning and  
preparedness



Low-carbon mobility



Low-carbon and  
resilient buildings  
and infrastructure



Resilient and abundant  
nature, ecosystems  
and food systems



Minimized waste



## Climate Focused Decision Making



- Data and research
  - Corporate and community GHG tracking
  - Climate impacts
- Corporate policies and procedures
  - Service planning
  - Procurement (various)
  - Asset management
  - Risk
  - Etc.
- Capacity building and education
- Staff report implications
- Annual progress reporting



## Remaining Goal Areas



- Monitoring of various regional indicators (land use, transportation, GHGs)
- Administer various inter-municipal/inter-agency committees (climate, planning, transportation, emergency management, invasive species, etc.)
- Emergency management in EAs



- Managing and expanding regional trail system
- EV infrastructure planning and investments
- Board transportation priorities (active transportation) and governance discussion



- Retrofit programming
- Step Code policy support
- Climate impact data procurement and training



- Regional parks management and acquisition
- Drinking water supply
- Watershed protection and invasive species programming



- Solid Waste Management Plan implementation
- Landfill gas capture and use

Presentation Slides: Cara Pike, Re.Climate Communicating for Change



Re.Climate is Canada's new centre for training,  
research and strategy on climate change communication  
and engagement at Carleton University.

**Re.Climate**



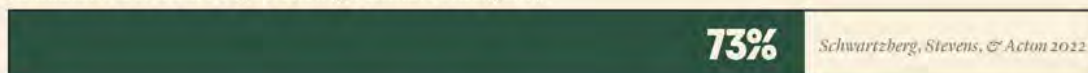
Welcome!

# **WHAT DO CANADIANS REALLY THINK ABOUT CLIMATE CHANGE?**

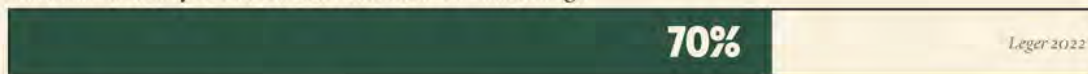
A Summary of Public Opinion Research and Tips for Communicators  
2023

## Concern about climate change

Canadians feel we are experiencing a climate emergency



Canadians are very worried or worried about climate change



Canadians feel that climate change is a major crisis



Climate change is an emergency that must be stopped no matter the cost

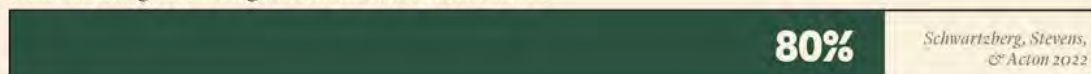


“Canadians have a view about where ‘the puck is going’ and believe that the investments will flow to lower carbon innovations wherever possible. They both have confidence that we can succeed in this evolving global economy and want policy that helps Canada adapt and benefit from these trends, rather than avoid or ignore the trends.”

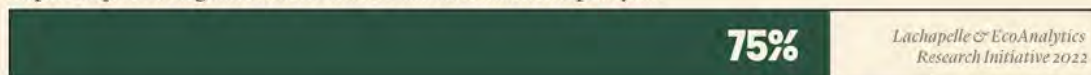
BRUCE ANDERSON  
Chairman, Abacus Data

## Extreme weather

Climate change is making extreme weather events worse



Report experiencing extreme weather-related events in the past year



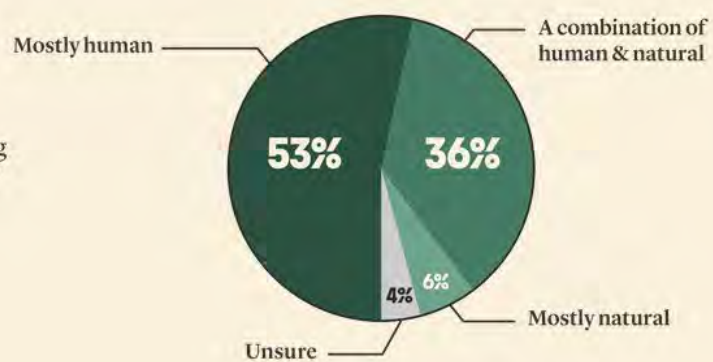
Think extreme weather events will occur more often



## Is it us?

“Is the Earth getting warming because of human activity?”

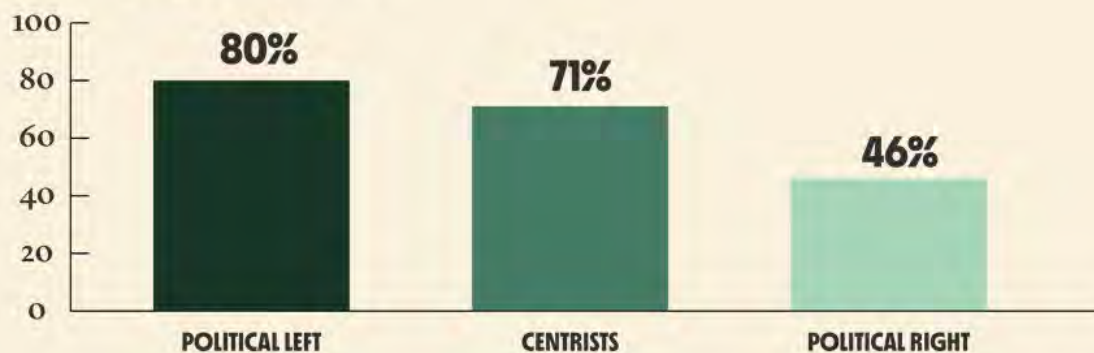
Source: Lachapelle & EcoAnalytics Research Initiative 2022





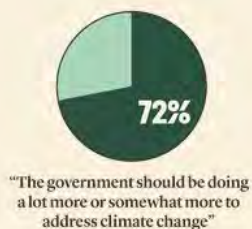
### A political divide

"Climate change is a major threat."



Source: Pew 2022

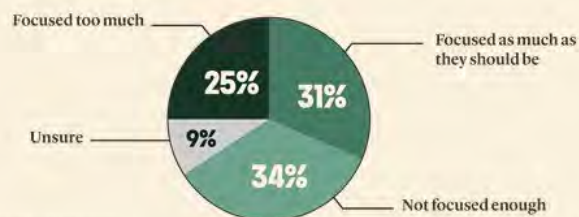
### Demand for action



Source: LaChapelle & EcoAnalytics Research Initiative 2022

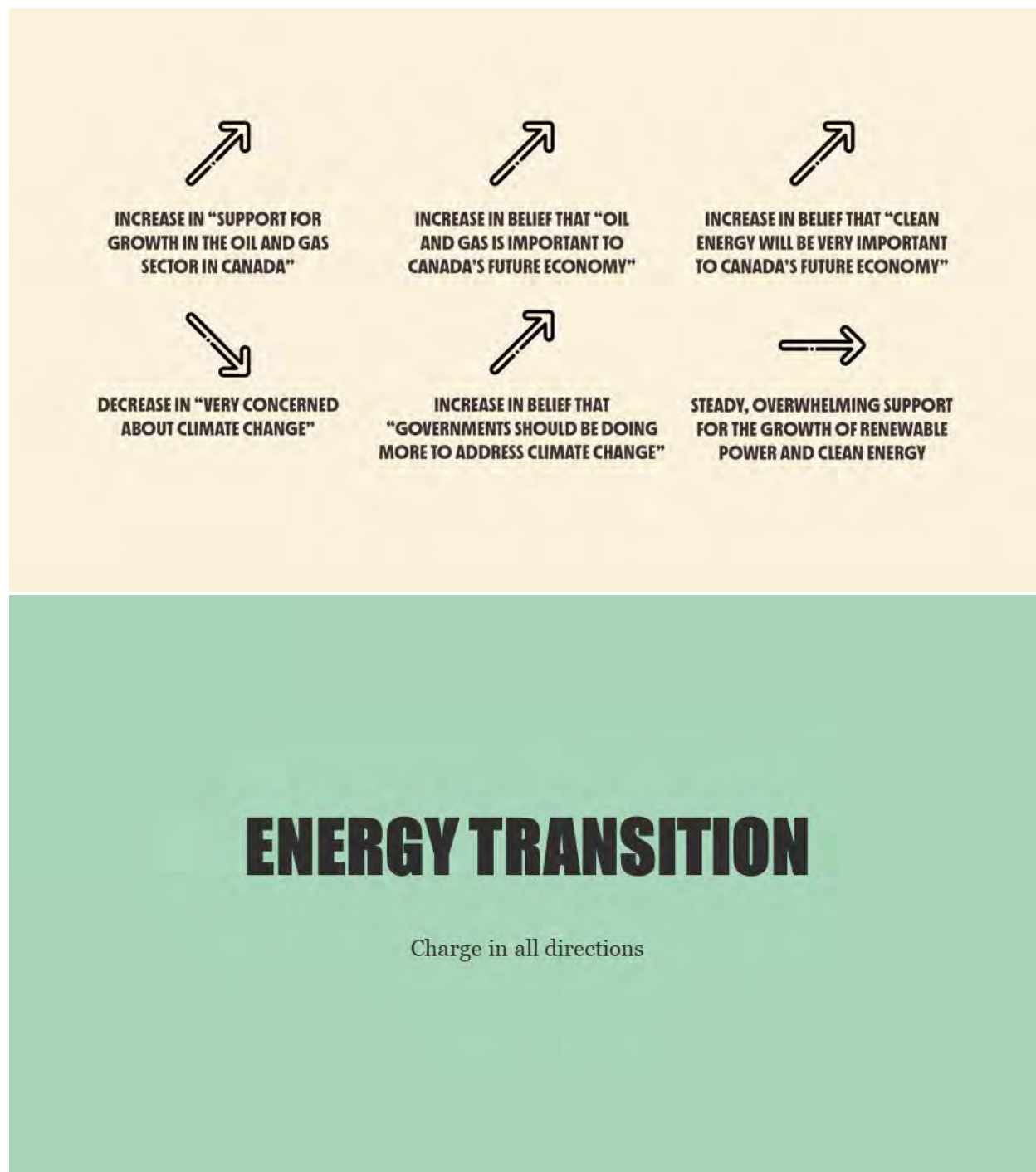
### Satisfaction

Q: "To what extent are Justin Trudeau and the federal government genuinely focused and working hard to deal with climate change?"



Due to rounding, total may not add up to 100%

Source: Abacus 2023



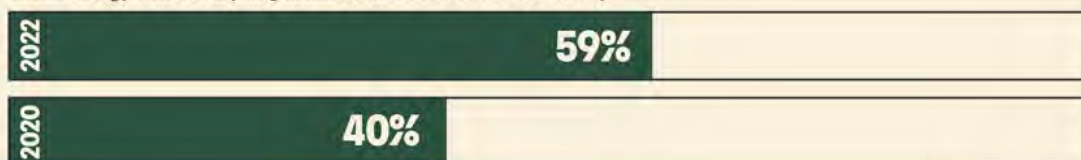
## Clean energy and fossil fuels

Oil and gas will be important to Canada's future economy



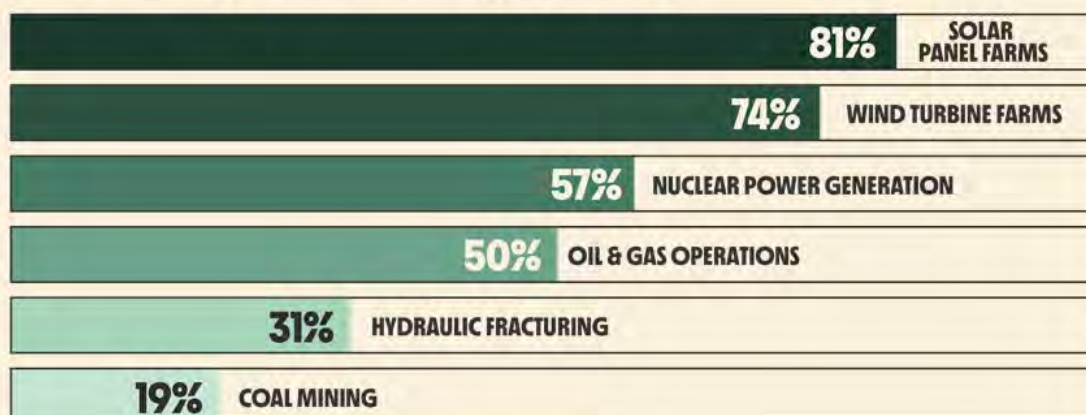
Source: Nanos 2023

Clean energy will be very important to Canada's future economy



Source: Abacus 2022

## Canadians' support for different types of energy



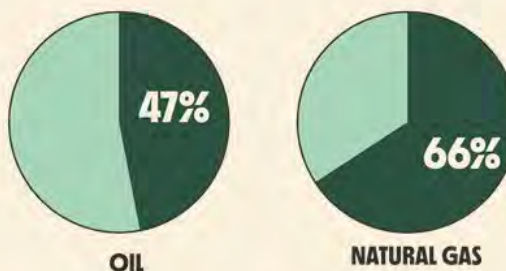
Source: Angus Reid 2023



### Gas vs. oil

"Canadian public policy should put a priority on making sure we are highly competitive in this sector."

Source: Abacus 2022



### Can exports from oil and gas combat climate change?

Do you agree, somewhat disagree or disagree that exports from Canada's Oil and Gas sector can contribute to combatting global climate change if our exports displace energy sources in other countries that are more damaging to climate?



Due to rounding, total may not add up to 100%

Source: Nanos 2022

### Support for clean energy

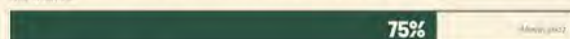
Support expanding solar power



Believe electric vehicles will become the majority of vehicles at some point in the future



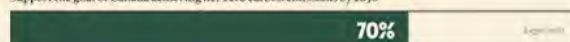
Support governments using policy measures to encourage more people to choose electric vehicles instead of ICE vehicles



Support expanding wind power



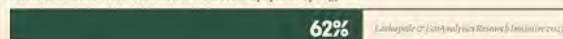
Support the goal of Canada achieving net-zero carbon emissions by 2050



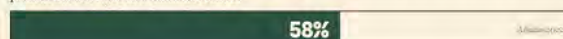
Support a requirement that electricity generation in Canada should be from only sources that don't emit greenhouse gases by 2035



Support investing heavily in electricity technologies like wind, solar and hydro with storage options ensuring a reliable transition to a 100% renewable electricity system by 2035



Support the federal government stepping in and imposing penalties on vehicle manufacturers who do not produce and sell more zero-emission vehicles



### Misinformation & confusion

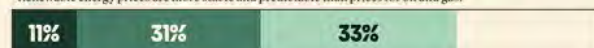
"Oil companies have hidden evidence of human-caused climate change since the 1970s."



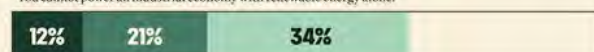
"Canadian doctors believe climate change is a public health emergency."



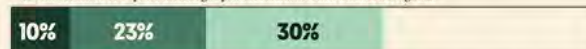
"Renewable energy prices are more stable and predictable than prices for oil and gas."



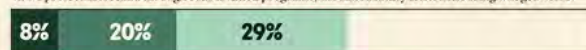
"You cannot power an industrial economy with renewable energy alone."



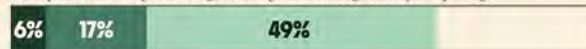
"We can continue to expand oil and gas production and reach our net zero goals."



"If we protect more land through conservation programs, the affordability crisis in housing will get worse."



"Solar panels emit more greenhouse gases during manufacturing than they end up saving."



completely true mostly true not sure

Source: Ipsos 2022 © Ipsos Analytics Research Institute 2022

“This kind of confusion, and the misinformation that feeds it, is a vulnerability for the social acceptability of a clean energy transition.”

ERICK LACHAPELLE

Professor of Political Science, Université de Montréal

### CHALLENGE

What are the problems we're facing and the context they're happening in?

*Example: Climate impacts are already causing harm and are on pace to continue.*

### CHOICE

What action must be taken and why now?

*Example: Motivate support for policies that emphasize safety and protection.*

### OPPORTUNITY

What are the benefits of taking action?

*Example: Investment at community scale means less damage and quicker recovery.*



# NARRATIVE STRUCTURE

## CHALLENGE

What are the problems we're facing and the context they're happening in?

*Example: Rising energy poverty*

## CHOICE

What action must be taken and why now?

*Example: Small-scale community energy projects affordable through cooperative or subsidies*

## OPPORTUNITY

What are the benefits of taking action?

*Example: Lower energy bills, community pride, jobs*



## Entry Points for Centre and Centre-Right

**1**

Preparation, protection, safety to deal with wildfires, flooding, heat-stress, infection disease.

**2**

Health and air pollution - indoor and outdoor.

**3**

Nature protection, restoration.

**4**

Affordability and clean energy.  
Less waste and retrofits.  
Economy and jobs.  
Mental health.  
Food and water security.

## Powerful (Plain) Language

### INSTEAD OF...

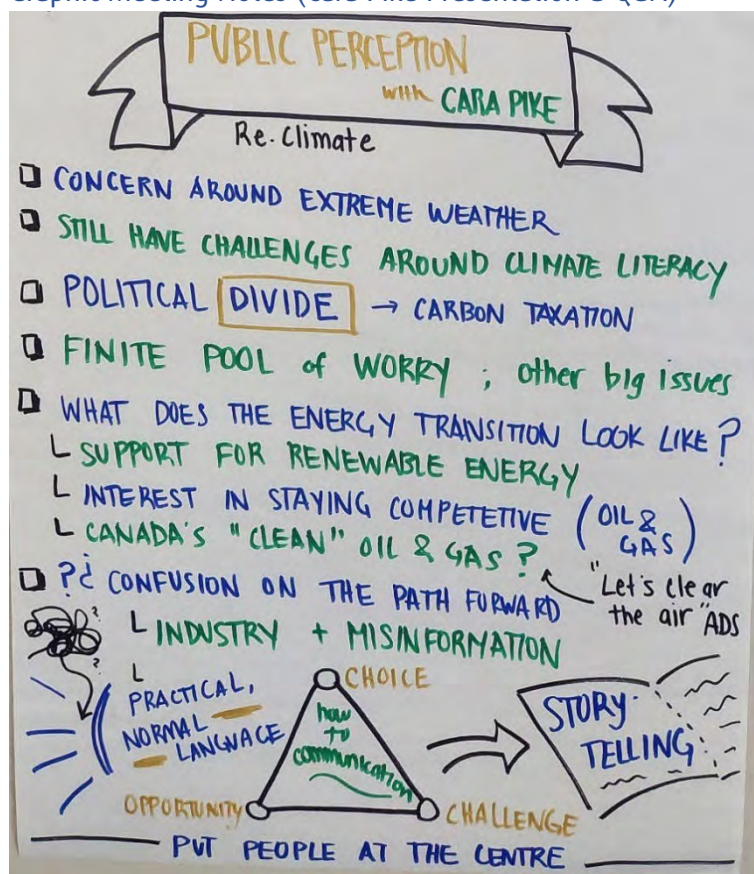
Economic benefits  
Just transition, equity + inclusion  
Social  
Environment  
Low-carbon  
Mitigation + emissions  
Adaptation

### CONSIDER...

→ Good, stable jobs, new businesses  
→ Putting people at the heart, fairness, accessible for all  
→ Communities, neighborhoods, families  
→ Nature, forests, animals, rivers, oceans, food, clean water  
→ Pollution-free, modern, clean  
→ Pollution, heat-trapping blanket  
→ Actions to reduce risk and vulnerability of damage



## Graphic Meeting Notes (Cara Pike Presentation &amp; Q&amp;A)



## QUESTIONS for CARA

- ? HOW MUCH DID IT MATTER WHAT PUBLIC PERCEPTION IS BEFORE WE ACT? *gamification*
- ❑ AS GOVERNMENTS IT'S YOUR JOB TO LEAD, BUT WHERE ARE THE BARRIERS? — *polarization*
    - └ lack of social norms
    - └ fatalism
    - └ addressing misinformation
    - └ opportunity for collective action
  - ❑ BEING PROACTIVE vs. REACTIVE

- ? AGREE ABOUT CLIMATE EMERGENCY, BUT NOT THE STEPS TO GET THERE? WHAT IS PURPOSE of THIS MEETING?
- ❑ SCIENTISTS AGREE ABOUT CLIMATE ONLY
  - ❑ PROBLEM IS OIL & GAS. LET'S START TALKING ABOUT IT
  - ❑ BRING PEOPLE ALONG → HOW TO HAVE HONEST CONVERSATIONS THAT COUNT

- ? HOW DO WE OVERCOME COST ON FAMILIES TO CREATE MORE BUY-IN?
- ❑ LOTS of EXISTING COMPASSION
  - ❑ BE REAL ABOUT CHALLENGES
- PEOPLE ARE RESPONDING EMOTIONALLY
- HOW IS THIS IMPACTING YOU?

BUILD ON LOCAL MINDSET. HOW TO ASSIST RESIDENTS IN ACHIEVING GOALS. COMMENT?

- ❑ COMMUNITY CLIMATE LEADERS → go through what local government has to address climate change
- ❑ local government role to show that this problem is not far away.
- ❑ ↑ SIGNAGE ✓ TO HIGHLIGHT CLIMATE WORK

IT'S HARD TO SEE A TRANSITION WHEN YOU ARE IN THE THICK OF IT.





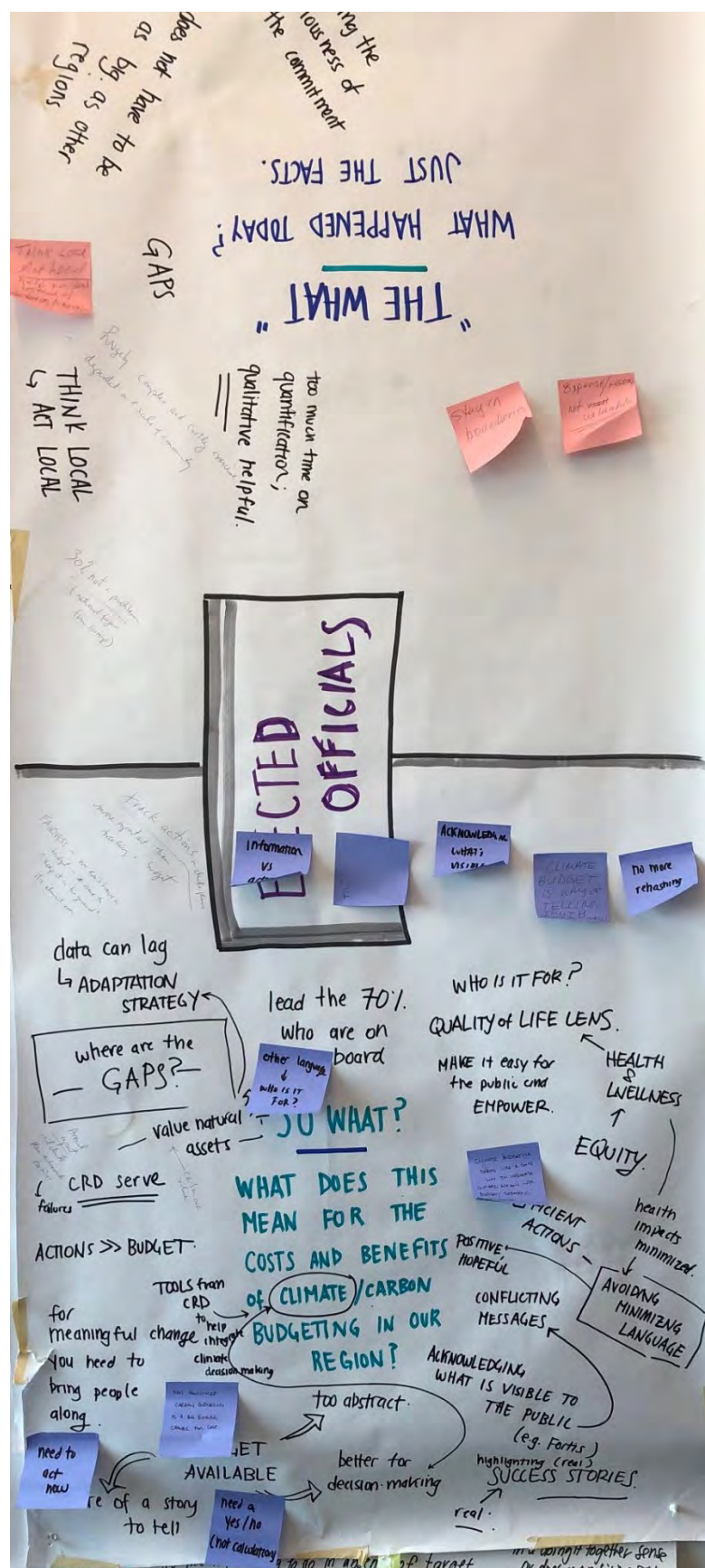












**“What” section transcription:**

So much misinformation driven by fossil fuel companies.

Climate action is already embedded in local CRD municipal processes (OCP, Strategic Plans, Etc.).

In other provinces big municipalities did climate budgeting but it didn't impact decisions made by council.

We need to normalize solutions.

Get to near zero ASAP.

People are worried about climate change but confused about solutions.

Make it easy for people to adopt climate solutions.

We need more money!!!

Carbon budgeting account needs more staff to help lead this work.

Plain language is important to use when communicating to the public.

Quantification of GHGs might not be the first thing to do or focus on.

Ensure a climate lens is applied to projects to bring climate into day-to-day work—spend time ensuring this rather than doing a climate budget + GHG accounting.

Limited capacity – Financial, Staff capacity/time.

Cara suggested we use stories to communicate.

Efficiency of spend \$.

Remember the children.

Leave no one behind.

Edmonton points out that people blanched when the cost was communicated.

First time hearing “pollutions” used in the room since being elected – good to hear similar language.

Gap during the day: The public was not in attendance, public drive political will, radically transparency is needed.

General information shared today but step by step for each municipality how can we implement?

It's OK to have transparency to fail.

Change is fast and evolving.

Different communication environment – It's OK to share the TRUTH – promotes capacity building.

1-4% of GHGs are corporate versus community.

Tracking indicators is hard to connect to what you need to do (Saanich example, high level to explain where we are at)

Quantification focus initially versus qualification. Both are important but starting seems to be that qualitative aspects are more useful to get systems in a place to build capacity.

What works versus didn't work to influence decisions: qualitative, project level work vs. broader not attached to action?

Need to understand focus to know what's needed to change municipality policy.

Education → Empower residents, help educate on how to do attainable actions – what is the best alternative.

Language used around this topic and public can only take in so many facts. Need to absorb through stories.

Climate budget has been useful in getting the organization on the same page.

Can be resource intensive.

Public is often fatalistic and numbed to climate change.

Climate budget = cost of climate action projects.

Carbon budget = GHGs of climate + other projects + operations → Hard.

Cost of climate change → cost of inaction.

Public is divided on renewables and oil/gas; polarization is manufactured and poses huge barriers.

Communicate the scale of the issue → qualitatively is often enough.

Carbon budgets and climate budgets are not the same!

Quantifying GHGs doesn't support decision-making. It shows where you were.

GHG inventories are following similar pathway to evolution of asset management.

Does not have to be as big as other regions.

Think local act local | help residents instead of lecturing/shaming.

Pushing the seriousness of the commitment.

Too much time on quantification; qualification helpful.

Stay in boundaries.

Expense/resource not valuable.

Highly complex and costly exercise.

Dependent on scale of community.

30% not a problem (national figure from surveys).

### **“So What” section transcription**

Focus on building governance processes/systems and effective actions.

Granting bodies need to be faster and give more money to more people to help with climate action.

How does sustainability best get integrated into our local government processes? How do we all (staff across all departments) get aligned?

We have less carbon budget left than I originally thought. Have to get to net zero faster!

Embed sustainability staff in other departments.

Need a BC MURB heat pump rebate program.

Provide training for staff on climate topics (solar PV for electricians, etc.)

Need more jurisdictional powers or aligned BC +Fed action to phase out gas+oil productions.

Need more progressive tax system.

Get \$\$ from provincial + federal governments—they can raise taxes in a less flat way.

Radical transparency is key- tell truth! How are we doing this to ensure public is push us to improve?

Can we keep every municipality to the same budget given capacity v financial limits→CRD can help equalize regionally while still asking hard questions specific to each municipality?

Parallel process similar to community plans feeding into regional plans.

Be honest of improvements as well as failure.

Our budgets are decided based on what we are used to spending on a normal day, we need to change that paradigm and increase budgets → yes but...

Stories help us to not underestimate kids, the public.

Let's adopt a simplified carbon budget showing our failure in context with carbon in atmosphere. Bottom line.

Simplified language=stronger language.

It is not enough to have us list actions we are taking ... we need to show results with a budget→Competition to race to the top not the bottom.

Benefit to doing this together to be able to compare regionally is important.--> need time during roundtables at committee.

Spending what it takes to win and letting the public decide (Seth Klein) → is a budget what it takes?-> is it a question of either/or both? Can we do it all?

There are real immediate financial barriers and there's a danger of leaving those people behind. The poor bear the brunt of the impacts.

Looking behind is not as useful as looking toward a goal. Stull a reduction of GHG but also all other goals.

WE need to regularly show the public where we are failing to hit targets so they push us.

CRD should embrace a carbon budget for all municipalities.

Concern that \$ of plan and time to make plan may "eat into" time we have left. At the same time, benefits may allow deeper understanding of results of actions taken.

Getting into the weeds and creating more complexity is not as important as honest and open communication with the public and political officials.

Political will needs public energy & push.

Leadership responsibility to push transformation-easy to understand language.

It's the right thing to do in absence of target does work in principle but making it more consistent is necessary.



Competition helps create reflection and action.

Does the CRD have a role in a doing it together sense or does competition serve use better?

Regional vs. municipal. For example, may see increased GHG emissions in Victoria if all the densification happens at the core. How does per capita fit in?

Scenario building for carbon budgeting? What does the region have to look like to meet our goals? (density, transit, drive, asset, etc.).

Big picture “carbon budget” information good to have to re-focus and help municipalities focus on Climate Action Plans.

RGS opposition? Staff level opposition versus political?

There is different capacity of staff across the region. Important to have staff understand concepts to present policy options.

Different capacities across municipalities based on rural/urban, budget size, types of policies that would increase/decrease emissions.

Need to be able to build upon existing tools to be relevant to municipalities.

CRD a source of capacity building?

Support multi-criteria decision-making template? Qual/quant? Tool? That can be enhanced.

Buy-in with community. Best approach for residents – how to empower?

Process of learning, going to change.

Carbon/climate budgeting is important if they drive the policy we need to see.

Benefits need to be short term to be tangible to the public.

Risk of big picture benefits getting lost in the budgets

Need to be plain language for the public to follow.

Speakers noted current work has not influenced decision-making (GHG-lagging indicator)

Seasonal/variability means annual measures have uncertainty – rolling measures.

Encourages early investment in climate action – more action = less reaction.

Helps identify gaps in climate plan – scale of investment matches target ambitions.

Tough for smaller communities to engage – not a lot of experience and resource intensive.

Can skew project benefits: municipal hall retrofit is high \$\$\$, low carbon VS. municipal building regulations is low \$ to municipality and high carbon benefit.

Carbon budgeting consumes staff resources through lost action and reporting opportunities. Is there a net benefit?

Not sure how you factor in actions from other levels of government.

Carbon budgets are often too technical for public risk of getting lost in the weeds.

Risk of getting caught up in the details (weeds).

Track actions in Climate plan

More input at making a budget.

Fairness- we don't have a budget "we need to keep it in the ground" it's almost over.

Lead the 70% who are on board.

Data can lag → adaptation strategy ← value natural assets → cash in on value.

Annual report includes climate action plan achievements fairer → failures.

Who is it for?

Quality of life lens ← health and liveness ← equity health impacts minimized → avoid minimizing language → efficient actions positive and hopeful.

Climate budgeting seems like a good way to integrate climate action into Budget/Strategic Planning.

Climate Budgeting is a way of telling the truth to (ourselves and the public).

Tools from the CRD to help integrate climate decision making.

Acknowledge what is visible.

Information vs action.

Need to act now.

No budget available → more of a story to tell to abstract better decision making.

Acknowledge what is visible to the public (e.g., Fortis) → conflicting messages.

Highlighting success stories (real).

Make it easy for the public and empower.

Need a yes/no (not calculation).

**Feedback Stickies:**

Every CRD meeting I have attended is behind schedule. Pls allow adequate time. It was a good agenda.

Kara's presentation was excellent and spoke to me as a climate lay person.

Thought provoking! Lots to learn, lots of thoughts and great presentations.

This was great! Lessons learned was great.

## CLIMATE BUDGETING:

# Transforming governance to mainstream climate action





# Acknowledgements

## Authors

Angeliki Stogia, Arup  
Isabelle Mascarenhas, Arup  
Tom Norton, Arup

## Contributors

Catrin Robertsen, C40 Cities  
Annabel Rice, C40 Cities  
Andre Aasrud, C40 Cities  
Ben Smith, Arup  
Christina Lumsden, Arup  
Karina Haggerty, Arup

## C40

C40 is a network of nearly 100 mayors of the world's leading cities who are working to deliver the urgent action needed to confront the climate crisis and create a future where everyone, everywhere can thrive. Representing 582+ million people and one-fifth of the global economy, mayors of C40 cities are committed to using a science-based and collaborative approach to help the world limit global heating to 1.5°C, and build healthy, equitable and resilient communities.

## Arup

Arup is the creative force at the heart of many of the world's most prominent projects in the built environment and across industry. Working in more than 140 countries the firm's designers, engineers, architects, planners, consultants and technical specialists work with clients on innovative projects of the highest quality and impact.

Arup has worked with C40 since 2009 to develop strategic analysis and research that is central to progressing the understanding of how cities contribute to climate change mitigation and adaption. The partnership supports a strong analytical research agenda while helping city actors to identify opportunities, collaborate and develop deliverable solutions to accelerate and expand action on climate change.

[@c40cities](#) [@Arup](#)





# EXECUTIVE SUMMARY



## Cities have made progress on greenhouse gas (GHG) reductions but require a new approach to mainstream climate considerations and move from planning to implementation.

The climate science is clear: cities are not on track with commitments and must urgently increase efforts to reduce emissions. City leadership is critical and essential to deliver ambitious climate goals. Climate budgeting is an effective governance system that cities can use to mainstream climate considerations and accelerate near-term climate action to deliver long-term targets.

This report demonstrates how climate budgets can improve governance and summarises research with cities on the factors that have supported them in implementing a climate budget to-date.

Climate budgets integrate emission targets into existing governance processes to deliver the required reductions through funded measures and policy, at the scale necessary to achieve meaningful climate outcomes and wider city goals.

Current climate action is typically concentrated in a single department with limited scope and powers. Climate budgets facilitate cross-departmental collaboration to move from ad-hoc to systemic implementation, and provide greater transparency, ownership, and accountability for delivery.

To effectively set up a climate budget to drive coordinated transformational change, cities should:

- **Secure political willingness and commitment** to position climate budgeting as a key system to support delivery of the city's climate action plan (CAP) and generate momentum to overcome technical and institutional challenges.

- **Integrate climate budgeting into existing governance processes and systems** to move from a CAP to immediate, science-based action, and to track progress of emission reductions with each budget cycle.
- **Ensure technical competence and institutional capacity** to build climate literacy and expertise, normalise climate priorities, and distribute responsibility across the administration.
- **Start by targeting high emission sources within the city's direct control** and plan to align with the city-wide scope of the CAP year-on-year.
- **Customise the climate budget to local priorities** through an iterative and dynamic process that considers the city's key climate concerns and scope of power in the context of strategic priorities.
- **Encourage co-ownership and early involvement of key stakeholders** to leverage the collective capability of finance and climate departments, as well as create a culture of shared accountability for achieving emission targets across the administration.

- **Maintain access and engagement of leadership** to legitimise and endorse the climate budget, and ensure data is used systematically to inform science-based decision-making at all governance levels.
- **Embrace external stakeholders and participate in knowledge-sharing** to influence businesses and civil society in areas outside the administration's direct control, to drive system-level transformation.

Robust governance structures and processes are crucial for cities to respond to the climate crisis and deliver on their targets. By mainstreaming emission reductions through the whole of city government, climate budgets are an effective, powerful, and systemic way for cities to deliver on their climate goals.



# INTRODUCTION

Cities are taking ambitious, collaborative and urgent climate action to tackle the climate crisis. C40 cities have committed to reduce their contribution to climate change and prepare their cities for climate risks. However, global emissions are still rising, which means cities need to accelerate their climate action to limit global heating to 1.5°C and build healthy, equitable and resilient communities. While technology and knowledge is available, robust city governance structures and action-implementation processes are crucial to enable cities to create change.

Despite the important role of cities in reducing emissions and tackling climate change, the share of responsibility for achieving climate targets often lies overwhelmingly on the climate departments of city administrations. City departments are often siloed and focused on delivering their distinct priorities, and therefore, do not always contribute to

accomplishing the city's climate objectives. Similarly, it is often the case that climate change-related expenditure is separated from the rest of the city's budget. As such, the climate impact of the city's finances, important though it is, is not always well understood and appropriately addressed.

A climate budget integrates GHG emission targets and considerations into the city's management processes and financial budgeting, providing a central and comprehensive governance system for implementing emission reductions. Enabling all departments to work on climate action mainstreams climate targets into whole-of-government decision-making and policies.

Climate action is not just about reducing emissions or adapting to climate change. It is also about creating a clean environment, promoting sustainable economic development and prosperity, and providing a better quality of life for all.





<b>1</b>	<b>Climate Budgeting</b>	
1.1	What is a climate budget?	6
1.2	Report Methodology	7
1.3	Participating Cities	7
<b>2</b>	<b>WHY CLIMATE BUDGETING?</b>	
2.1	Accelerate climate action through strong leadership	12
2.2	Mainstream climate targets and considerations	13
2.3	Systematically use data to inform decision-making	14
<b>3</b>	<b>KEY CONSIDERATIONS</b>	
3.1	Political willingness and commitment	15
3.2	Integrate climate budgeting into existing governance processes and systems	16
3.3	Technical competence and institutional capacity	17
3.4	Get started: identify where the city is and where it wants to go	18
3.5	Customisable to local priorities	19
3.6	Co-ownership and early involvement of key stakeholders	20
3.7	Ongoing access and engagement of leadership	21
3.8	Embrace external stakeholders and participate in knowledge sharing	22
<b>4</b>	<b>TOP TIPS</b>	<b>23</b>
<b>5</b>	<b>CONCLUSION</b>	<b>24</b>



# CLIMATE BUDGETING

## What is a climate budget?

Having made commitments to reduce GHG emissions and avert climate breakdown, cities then face a challenge to translate these into funded and measurable actions across city government.

The budget is the governance process city leaders use to articulate a clear vision, identify community and department targets, and undertake a strategic plan to help mitigate conflicting goals.

The preparation and approval of a budget is one of the most important duties of administrative officials as it determines what services will be put

forward, to what extent they will be provided, and how they will be funded.

A climate budget presents the city's measures to reduce emissions along with their calculated effect and cost, while assigning responsibility for monitoring and delivering emission-reductions.

This helps cities maintain financial accountability, report annual progress towards delivering their CAP, and demonstrate how the city will implement plans for its future.

CARBON Budgeting	CLIMATE Budgeting
A carbon budget is the cumulative amount of carbon dioxide (CO <sub>2</sub> ) emissions permitted over a period to keep within a certain temperature threshold. There are several types of carbon budgets. Most often, the term refers to the total net amount of CO <sub>2</sub> that can still be emitted by human activities within a geographical or political boundary while limiting global warming to a specified level (e.g., 1.5°C or 2°C above pre-industrial levels).	A climate budget is a governance system that integrates climate considerations into the financial budget and creates transparency and accountability for climate action. To the extent possible, each action should be linked to an estimated emissions reduction and funding approach. This illustrates the costs required to achieve the targeted emission reductions.

**Climate budgets are emerging as an efficient way to mainstream climate considerations into city-level decision-making, to translate medium- and long-term climate targets into delivery plans that are reviewed and improved annually.**





## Participating Cities

Within the C40 network there are 12 pioneering cities, led by Oslo, taking part in a dedicated pilot programme to develop, implement, and improve the use of a climate budget. These cities face distinct challenges and are at different stages of mainstreaming emission reduction targets into their governance systems.

Information presented is a pre-COVID projection, using data from city GPC inventories and Oxford Economics' Global Cities Dataset.

## Report Methodology

This report focuses on climate budgeting as a process that integrates climate action into ordinary governance systems. The purpose is to capture the current state of climate budgeting as an approach to translate climate targets into funded actions, as well as the factors that enable its implementation.

Activities informing this report include:

- Literature review
- Interviews with representatives from cities looking to adopt or in the process of implementing a climate budget
- Discussions with C40
- Input from Arup subject-matter experts in cities and sustainability





**Barcelona, SPAIN**

POPULATION: **1.6 million**

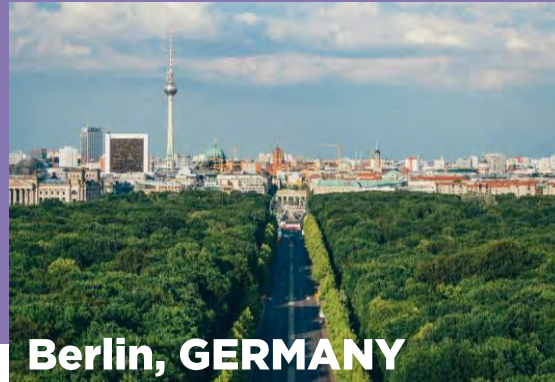
AREA: **101 km<sup>2</sup>**

GDP: **\$81 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**2,250,000**  
Inventory year: **2020**

INTERIM GHG TARGET:  
**50% by 2030 compared to 1992 levels**

LONG-TERM GHG TARGET:  
**100% reduction by 2050**



**Berlin, GERMANY**

POPULATION: **3.8 million**

AREA: **891 km<sup>2</sup>**

GDP: **\$183.1 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**17,400,000**  
Inventory year: **2018**

INTERIM GHG TARGET:  
**70% by 2030 compared to 1990 levels**

LONG-TERM GHG TARGET:  
**90% by 2040, 95% by 2045, compared to 1990 levels**



**London, UK**

POPULATION: **9 million**

AREA: **1,595.2 km<sup>2</sup>**

GDP: **\$682.1 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**28,800,000**  
INVENTORY YEAR: **2019**

INTERIM GHG TARGET:  
**Net zero by 2030**

LONG-TERM GHG TARGET:  
**Not needed**



**Los Angeles, USA**

POPULATION: **4 million**

AREA: **1,362 km<sup>2</sup>**

GDP: **\$353.5 billion**

GPC BASIC Emissions (tCO<sub>2</sub>e):  
**21,000,000**  
INVENTORY YEAR: **2020**

INTERIM GHG TARGET:  
**50% by 2025, 73% by 2035, compared to 1990**

LONG-TERM GHG TARGET:  
**100% reduction by 2050**





**Milan, ITALY**

POPULATION: **1.4 million**

AREA: **182 km<sup>2</sup>**

GDP: **\$87.7 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**4,390,000**  
INVENTORY YEAR: **2020**

INTERIM GHG TARGET:  
**45% by 2030 compared to  
2005 levels**

LONG-TERM GHG TARGET:  
**100% reduction by 2050**



**Montréal, CANADA**

POPULATION: **2.1 million**

AREA: **443 km<sup>2</sup>**

GDP: **\$93.2 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**9,400,000**  
INVENTORY YEAR: **2018**

INTERIM GHG TARGET:  
**55% by 2030 compared to  
1990 levels**

LONG-TERM GHG TARGET:  
**100% reduction by 2050**



**Mumbai, INDIA**

POPULATION: **13.3 million**

AREA: **458 km<sup>2</sup>**

GDP: **\$301.4 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**25,100,000**  
INVENTORY YEAR: **2019**

INTERIM GHG TARGET:  
**30% by 2030 compared to  
2019 levels**

LONG-TERM GHG TARGET:  
**100% reduction by 2050**



**New York City, USA**

POPULATION: **8.6 million**

AREA: **1,215 km<sup>2</sup>**

GDP: **\$837.6 billion**

GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
**48,400,000**  
Inventory year: **2020**

INTERIM GHG TARGET:  
**50% by 2030**

LONG-TERM GHG TARGET:  
**Carbon neutral by 2050**



**Oslo, NORWAY**

**POPULATION: 685,124 million**

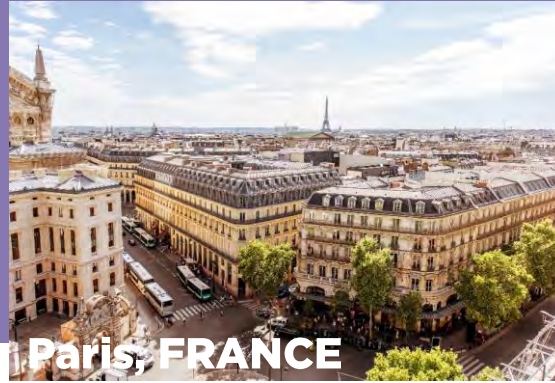
**AREA: 481 km<sup>2</sup>**

**GDP: \$57.5 billion**

**GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
1,410,000  
INVENTORY YEAR: 2019**

**INTERIM GHG TARGET:  
95% by 2030 compared to  
1990 levels**

**LONG-TERM GHG TARGET:  
Not needed**



**Paris, FRANCE**

**POPULATION: 2.2 million**

**AREA: 105 km<sup>2</sup>**

**GDP: \$167.9 billion**

**GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
5,400,000  
INVENTORY YEAR: 2019**

**INTERIM GHG TARGET:  
50% by 2030 compared to  
2004 levels**

**LONG-TERM GHG TARGET:  
100% reduction by 2050**



**Rio de Janeiro, BRAZIL**

**POPULATION: 6.6 million**

**AREA: 1,202 km<sup>2</sup>**

**GDP: \$145.1 billion**

**GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
15,000,000  
INVENTORY YEAR: 2017**

**INTERIM GHG TARGET:  
20% by 2030 compared to  
2017 levels**

**LONG-TERM GHG TARGET:  
100% reduction by 2050**



**Stockholm, SWEDEN**

**POPULATION: 978,113 million**

**AREA: 216 km<sup>2</sup>**

**GDP: \$72.3 billion**

**GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
1,480,000  
INVENTORY YEAR: 2019**

**INTERIM GHG TARGET:  
1.5tco<sub>2</sub>e per capita by 2023**

**LONG-TERM GHG TARGET:  
100% reduction by 2040**





## Tshwane, SOUTH AFRICA

**POPULATION: 3.6 million**

**AREA: 6,345 km<sup>2</sup>**

**GDP: \$65.5 billion**

**GPC BASIC EMISSIONS (tCO<sub>2</sub>e):  
19,500,000**

**Inventory year: 2015**

**INTERIM GHG TARGET:  
10% by 2030 compared to  
2015 levels**

**LONG-TERM GHG TARGET:  
100% reduction by 2050**





# WHY CLIMATE BUDGETING?

## Accelerate climate action through strong leadership

Political leaders are taking climate action because it is critical for the long-term success and survival of cities. Climate budgeting mobilises and empowers all city departments to take ownership and plan how they will deliver on climate targets.

Leadership is essential to the pursuit of increasingly ambitious climate policies - particularly in the face of heightened scrutiny and demands to demonstrate progress in responding to climate change. In addition to climate action, cities are working to deliver on a range of other goals, including economic prosperity, poverty reduction, and health and wellbeing. Elevating the climate agenda does not need to be at the expense of these.

Pursuing goals simultaneously, is a demonstration of responsible leadership towards sustainable development.

Climate budgeting is also a process to alleviate the institutional and financial barriers to emissions reduction. It is a way to strategically mainstream sustainability into city operations. By incorporating climate considerations into the annual budget process, climate budgeting makes action relevant to all politicians, elected officials and administrators. Through it, city leaders can ensure there is a sound implementation plan with the necessary funding to deliver on their CAP and emission reduction priorities.







## Mainstream climate targets and considerations

Climate budgeting provides an opportunity to create a collaborative cross- departmental process where the finance and climate team come together to integrate climate action into the budget process. This collaboration establishes the city's budget as the primary document and central governance process for implementing measures to achieve climate targets.

The climate budget is cross-disciplinary and allows climate and finance teams to create a shared language to discuss the city's strategic priorities. Finance is a key lever to influence sustainable outcomes, and green finance is increasingly available. Working on a climate budget is a crucial first step to demonstrate that climate action, financial decisions, and policymaking are complimentary.

For an environmental team, climate budgeting is an opportunity to socialise technical data and concerns through a process that departments are familiar with and receptive to. Actively approaching colleagues from this perspective will also encourage further conversations around a wider remit of climate priorities.

A climate budget is integrated into an existing management system that encourages shared ownership and accountability for climate action. Ideally, the Chief Financial Officer will take a leadership role in bringing climate and finance teams together to prepare guidance and set the support mechanisms for the climate budgeting process. This is especially useful in contexts where there are limited central climate resources. The aim is that each department across the administration has ownership for

collecting, processing, and reporting climate data. In this sense, climate budgeting relieves environmental teams of exclusive responsibility for the city's emissions. Instead, all departments are held accountable for their projects and programmes, as they are in the ordinary budget process. By linking climate action to one of the most important processes in the administrative cycle, climate budgeting is an opportunity to mainstream and formalise climate considerations, while offering a flexible approach that allows for projects to be continually assessed and re-focused during reporting processes.

This system of ownership and accountability is a city-wide approach to elevate climate to the level of other strategic priorities, including jobs, transport, and housing. It places responsibility on all departments to ensure their budget proposals align with climate goals.



## Systematically use data to inform decision-making

The climate budget makes it possible to integrate GHG emissions data into policy decision-making and financial reporting. Climate budgeting provides a science-based approach for cities to track and disclose their emission-reduction progress, course correct, and strengthen with new actions on an annual basis.

Climate budgeting allows cities to report and communicate where they are, where they need to be, and how they plan to get there. Data collection and management supports cities to estimate the emissions-reductions expected from a climate action.

Developing costings for climate actions, as part of the city's financial conversations, helps to inform and prioritise the allocation of finance and other resources between measures. This makes the management of direct emissions (e.g., Scope 1 and 2) tangible and actionable across all departments. Furthermore, it is a transparent way for cities to demonstrate responsible use of public funds. As such, the process creates a system of accountability, and can improve communication within the administration and the wider public on climate issues.

In most cities, the administration's emissions account for a small proportion of the city's carbon footprint. Using data to identify key sources of negative climate impact, climate budgeting helps departments track emissions, identify specific issues outside their direct control, and engage external stakeholders to help achieve the city's emissions reduction targets.

**The climate budget process is an opportunity to consider how to continually influence the decisions and investments of all city stakeholders.**

### CASE STUDY:

## London

London is following a phase-based approach to implementing a climate budget. In July 2022, the Greater London Authority (GLA) included climate budgeting in their ordinary budget guidance. They also prepared specific guidance for the departments on producing a climate budget and assessing climate impacts. In Year 1 they are reviewing the emissions of the GLA organisations (e.g., emissions and fleet). In Year 2, they would like to incorporate emissions for the whole of London (including areas they are not directly responsible for). By Year 3, London hopes to have an approach that covers embodied emissions for all supply chains too.



# KEY CONSIDERATIONS

## Political willingness and commitment

Political leadership is the single most important factor to facilitate establishing a climate budget. This leadership can come in the form of a clear mandate by the city's political leader. In addition, the city's administrative leaders can position climate budgeting as a key system to support emission reductions and delivery of the city's CAP, as well as the alignment of climate with other objectives.

Where political leadership sets an explicit expectation that climate targets, measures and considerations are part of all decision-making processes (e.g., budget, policymaking, legislation), the task of setting a climate budget becomes an easier process for the administration.

Political support is essential for creating momentum to break through technical and institutional challenges that come with developing a climate budget. A direct political mandate can help the staff leading climate budgeting access data and collate the necessary information to start the process. Data may indicate that the

current spending allocation is insufficient to deliver on targets and in this case political leadership and senior departmental buy-in is crucial to continually align financial priorities and GHG emission targets.

Political buy-in can also support staff engagement across city departments. Designing and implementing uniform ways of working that mainstream climate budgeting across the administration become easier tasks with clear direction from political leaders. Having top-down support can also help break down barriers in other parts of the administration to facilitate climate budget implementation.

In addition, senior political and administrative buy-in can encourage participation in knowledge exchange platforms and programmes. Knowledge exchange forums can help the administration learn from international best practice and foster mutual trust between different cities going through the same process. These fora also provide a space for collaboration at an early stage of planning and programming by allowing engagement with international experts building the knowledge, capability, and confidence within the city.



### CASE STUDY:

## Tshwane

Taking action to address climate change is embedded in the City of Tshwane's sustainability journey. Having a specialist City Sustainability Unit in the Office of the Executive Mayor anchors this intent in a profound political commitment to elevate sustainability at an institutional level. Since 2013 this unit has undertaken the task of mainstreaming climate change in Tshwane. This commitment has remained unaffected by the political vagaries that have and may continue to characterise the political landscape. Tshwane's vision is to remain singularly committed to climate action as a key priority, not just a nice-to-have, irrespective of change in city leadership. Climate budgeting will build on Tshwane's determination to integrate their CAP into the city's management systems – to reduce the city's vulnerability to climate change while enabling sustained economic growth and development. Tshwane's dedicated climate action makes it a trailblazer inspiring other cities in South Africa and beyond.





## Integrate climate budgeting in to existing governance processes and systems

Climate budgeting is an opportunity to mainstream climate throughout the city administration, by augmenting existing processes and policies and delivering emission reductions without introducing new governance structures.

Across the administration, there will be officials who instinctively understand how to engage with the city's climate targets and others who find the topic overwhelming and confusing. It is important, therefore, that cities integrate the climate budget into familiar systems, such as yearly planning activities and the ordinary city budget.

Using existing mechanisms is an effective way to reach and engage other departments, encourage mindset shifts, and elevate climate priorities across the city.

This means cities can monitor, deliver, and report on climate action in the same cycles as other strategic priorities. In turn, decision-makers can determine whether resources are being applied as intended and take corrective action if needed.

Standardising these processes enables cities to track the implementation progress of their CAPs and facilitate better-informed decisions year-on-year.





## Technical competence and institutional capacity

The city's ability to draw upon knowledge and expertise of internal departmental teams and external partners is key to promoting positive solution-driven approaches to combat climate change. Every city has a unique set of stakeholders, resources, and processes.

Building on existing skills can help cities make progress on climate budgeting. This entails building on experience of how the city administration operates and distributing ownership and accountability to those responsible for the transformation. Fostering inter-departmental collaboration through cross-disciplinary teams can accelerate climate action across the city.

**It makes environmental policymakers more finance-savvy and financial policymakers more climate-literate in proposing climate change initiatives.**

Cities need to consider their technical capability and determine if there is a need to develop this internally or augment through external consultants in the interim. If the early climate budgeting team is not part of the city administration, it is important they have good knowledge of the local context, speak the local language, and understand the culture.

Where cities require additional support they should plan for how external resources can help build the institutional knowledge and capacity necessary to sustain the process in the long term. An enabling environment must also feature psychological resources, such as a shared determination and positive attitude.

Cultural and behavioural change will be required across various departments. Not every climate budget decision will be popular and finding sustainable finance to drive transformational change can be a challenge. Investing time to strengthen collaboration between the

layers of city administration and advocating for improved fiscal conditions will support the prioritisation of climate-smart investments and policymaking.

Where there is wider buy-in from across city departments, climate action tends to be faster and more successful. Contextualising other priorities in terms of the environment and visualising these as part of the city's 'bigger picture' strategy can facilitate this buy-in.

## Get started: identify where the city is and where it wants to go

Climate budgeting is an innovative governance system which allows cities to think big and embrace city-wide transformative actions. Cities adopting this approach should consider starting in phases according to two fundamental guidelines. First, focus on emissions and measures within the administration's control. Second, target the biggest emissions sectors and sources in the local context.

A phased approach allows cities to connect the climate budget process with other activity in the city's pipeline. This includes considering the scope of the administration's direct authority and immediate emissions reductions achievable. Cities should plan to gradually expand the budget to align with the breadth of their CAP and the city-wide emissions targets.

It is important to link the climate budget to the city's emissions reporting. Access to the necessary data from departments (e.g., in terms of quantity and validity) and creating

a methodology connecting funding to action (e.g., an emissions impact-based cost evaluation) can accelerate the budgeting process. Emissions or cost data can substantiate investment decisions, however precise data does not need to be immediately available. Additional data needs may become apparent when implementing the climate budget.

Cities can consider reviewing historic budget records as a first step. This information is factual, and finances are already calculated. Reviewing the budget items of key departments for features such as climate relevance (has direct impact on, or is impacted by, climate) and the nature of any impact (positive or negative) can offer a baseline understanding of the operational budget and investment cost of the CAP. It can also strengthen awareness of the environmental impact of the city's existing projects and where to prioritise intervention, to guide better future decision-making.

However, developing a baseline is not an essential requirement for climate budgeting. Instead, cities can use graphs of historical emissions and an understanding of emission limits to start the climate budgeting process.







## Customisable to local priorities

A key enabler for climate budgeting is the ability to adapt the climate budget to the local context and towards solving challenges where the effect of climate change is experienced locally. By assessing the current policy and financial commitments, the annual climate budget is an iterative and dynamic process that allows cities to determine short-term practical action to combat climate concerns. This ensures decision-making remains cognisant of long-term emission-reduction targets. Providing annual climate budget guidance ensures each department considers climate in the formulation of plans, programmes, and budget proposals.

While cities can take responsibility for direct emissions across the administration, CAPs demonstrate the need to engage with the wider local community to meet city-wide climate targets.

Many city leaders recognise that collaboration and reconciliation of different powers, system boundaries, and budgets is necessary to take meaningful and scalable climate action. Climate budgeting is an opportunity for the city to demonstrate to external stakeholders the city's priority towards climate and how it is implementing action plans.



## Co-ownership and early involvement of key stakeholders

Climate budgeting connects a city's climate and finance departments, and involves coordination with other specialists including planning, data-reporting, and policymaking. The effectiveness of a climate budget depends on the collaboration among these elements, and the approach is an opportunity to break down departmental silos and improve general collaboration across the administration to improve performance in areas beyond climate action.

It is important that the Chief Financial Officer takes a leading role in the climate budgeting process to demonstrate commitment and facilitate resource allocation. This engages departmental heads and their environmental and financial representatives from the outset.

**Leveraging existing networks and structures within the city, as well as other alliances across the administration, is a way to expedite the climate budgeting process.**

These key stakeholders should discuss what is reasonable across the phases of climate budget integration and contribute to shaping the process for the city. The climate budgeting team can develop guidance that articulates the technical data they expect, the supporting resources available, the financial context, and the accountability and ownership of the process moving forward. Cities should consider formalising the necessary ways of working by establishing cross-departmental working groups to help maintain clear roles and responsibilities within the climate budget process long-term.

City-wide administrative engagement is an opportunity to better understand priorities across the city and create a structure to manage how they are delivered. Early involvement means that officers can bring in colleagues across their teams as appropriate, to create continual buy-in, expand the network for better change resilience, and socialise the climate budgeting process more widely.

### CASE STUDY:

## Paris

In Paris, the climate budgeting team used existing finance and sustainability networks to engage departments and identify key points of reference across the administration. The team established a working group to share a common language and awareness of how the programme can enable the implementation of the range of measures required to reach the city's climate targets. The team worked with

departmental representatives for a retrospective line-by-line climate assessment of their respective 2019 budgets. The climate-finance team used their subject matter expertise to first review each department's budget and qualitatively identify their respective carbon impacts. They then re-engaged the departmental stakeholders to better incorporate fiscal and operational considerations relating to emission reductions. Adopting this approach encouraged richer discussion across the city, as well as more expansive thinking around policy and budget proposal.



## Ongoing access and engagement of leadership

Top-down support helps to sustain focus on supporting the climate budget process. Political support provides the space, resources, and authority for the leading departments to take ownership and encourage the development of the climate budget. The distribution of authority from administrative leaders provides legitimacy and endorsement, helping to facilitate the necessary conversations between the departments.

Climate budgeting works best when leaders remain actively engaged in the process. By respecting political dynamics and internal reporting structures, the climate budgeting team builds trust-based relationships with key decision-makers. Providing progress reports to leaders throughout the administration allows for informed decision-making across different governance levels. Through the effective use of established governance processes, teams can follow up with and call on their leaders to steer activity.

### CASE STUDY:

## London

In London, sponsorship and direction from the Deputy Mayor for the Environment and the Mayor's Chief of Staff was critical to enable senior officials across both the climate team and financial team to lead the climate budgeting work. Having the programme driven by high-ranking officials in the finance unit, who are responsible for the ordinary budget and have a comprehensive understanding of the budgetary process, is a key enabling factor. Given experience managing organisational barriers in the ordinary budget negotiations and having understood how climate features as part of the city's objectives, the team is better equipped to support the climate budgeting process. This creates confidence throughout other departments about the city's commitment to the process, which empowers them to identify related strategic objectives of their own.







## CASE STUDY:

# Oslo

The City of Oslo's procurement activities are crucial for meeting the city's environmental goals. Oslo is committed to using procurement as a strategic tool to drive a transition to more sustainable production and consumption. By introducing climate requirements into the procurement of construction services, Oslo is taking full advantage of their purchasing powers.

Oslo's use of procurement to require fossil fuel-free construction sites and zero-emission machinery creates a predictability in the market.

This means private stakeholders in the construction industry can invest in new machinery knowing that the city will continue to apply climate criteria in tendering processes. Over time, these requirements have knock-on effects throughout the supply chain. This approach offers a multitude of additional benefits. For example, reducing construction-related emissions and noise pollution has health and wellbeing benefits, and grows the market for low-emission machinery and construction equipment.

## Embrace external stakeholders and participate in knowledge sharing

Cities at the start of their climate budgeting journey benefit from strong relationships with allies outside the administration. This is especially important in administrations with limited resources, limited direct powers to reduce city-wide emissions, and with national targets that are not aligned with the level of ambition of the city.

A key enabler to work through the complexity of emissions reduction-responsibility is the ability to convene all relevant actors. By doing this through a partnership model, city-wide stakeholders can leverage policy development and financial opportunities to act on emissions-reduction. Climate budgeting is a transparent process that allows cities to send strong signals to national governments to consider their responsibilities and align on actions to deliver the city's CAP.

A climate budget can also shape other parts of the economy by strengthening public and private-sector partnerships, creating confidence in the low-carbon economy, and encouraging investment. Developing a climate budget process that embraces local civil society can unlock meaningful and inclusive participation towards the reduction of emissions.

Climate budgeting requires continuous learning. For many cities, this will stretch existing capacity and expertise. Engaging in national and international networks enables cities to identify shared challenges and learn from different ways of working.

Knowledge sharing platforms are another opportunity to recognise and reflect on progress made, challenge existing thinking for better ideation, and plan for the future. Sharing knowledge also creates healthy competition among cities that advances best practice and enables city-level impact to scale even further.

# TOP TIPS

Climate budgeting is ground-breaking and innovative work. Across different contexts, cities will experience distinct challenges in mainstreaming climate into existing governance systems. The following tips can help cities to successfully get started.

## DO



**Commit to climate budgeting through strong political and administrative leadership and clear mandates**

**Mainstream climate budgeting into existing governance processes**

**Build technical competency and institutional capacity**

**Start immediately by focusing on the biggest emission sources within the city's powers and plan to gradually align with the city-wide scope of the CAP**

**Focus on local climate concerns and widen the remit year-on-year**

**Engage internal stakeholders early and build cooperation and ownership across the city departments**

**Ensure ongoing access to and active engagement of key political and administrative leaders**

**Embrace external allies, communicate, and collaborate on common responsibilities**

## DO NOT



**Attempt to implement climate budgeting from an exclusively bottom-up approach**

**Design a new process for reporting, managing, and budgeting on climate**

**Underestimate the time, resource or momentum needed to sustain climate budgeting**

**Overcomplicate the first budget by seeking and collecting new data, or expecting to have the perfect systems in place at the outset**

**Attempt to solve the whole city's climate challenges in one go**

**Introduce vague processes that mean work continues in silos and there is a lack of ownership and responsibility**

**Make climate budgeting an overly bureaucratic exercise by disconnecting it from leaders**

**Feel intimidated by challenges outside the city's direct control and miss the opportunity to influence the wider community**



# CONCLUSION

**A climate budget is a process to integrate climate considerations into all decision-making to comprehensively deliver strategic goals.**

This report summarises how climate budgeting is a key lever for cities seeking to accelerate action in the face of the climate emergency.

Leaders need to position climate budgeting as a key governance system to support the delivery of the city's CAP. By aligning with other strategic objectives, cities can generate the momentum to overcome technical and institutional challenges. Identifying existing administrative systems that climate budgeting can integrate into allows cities to track emission-reductions progress year-on-year and enables science-based and data-driven decision-making.

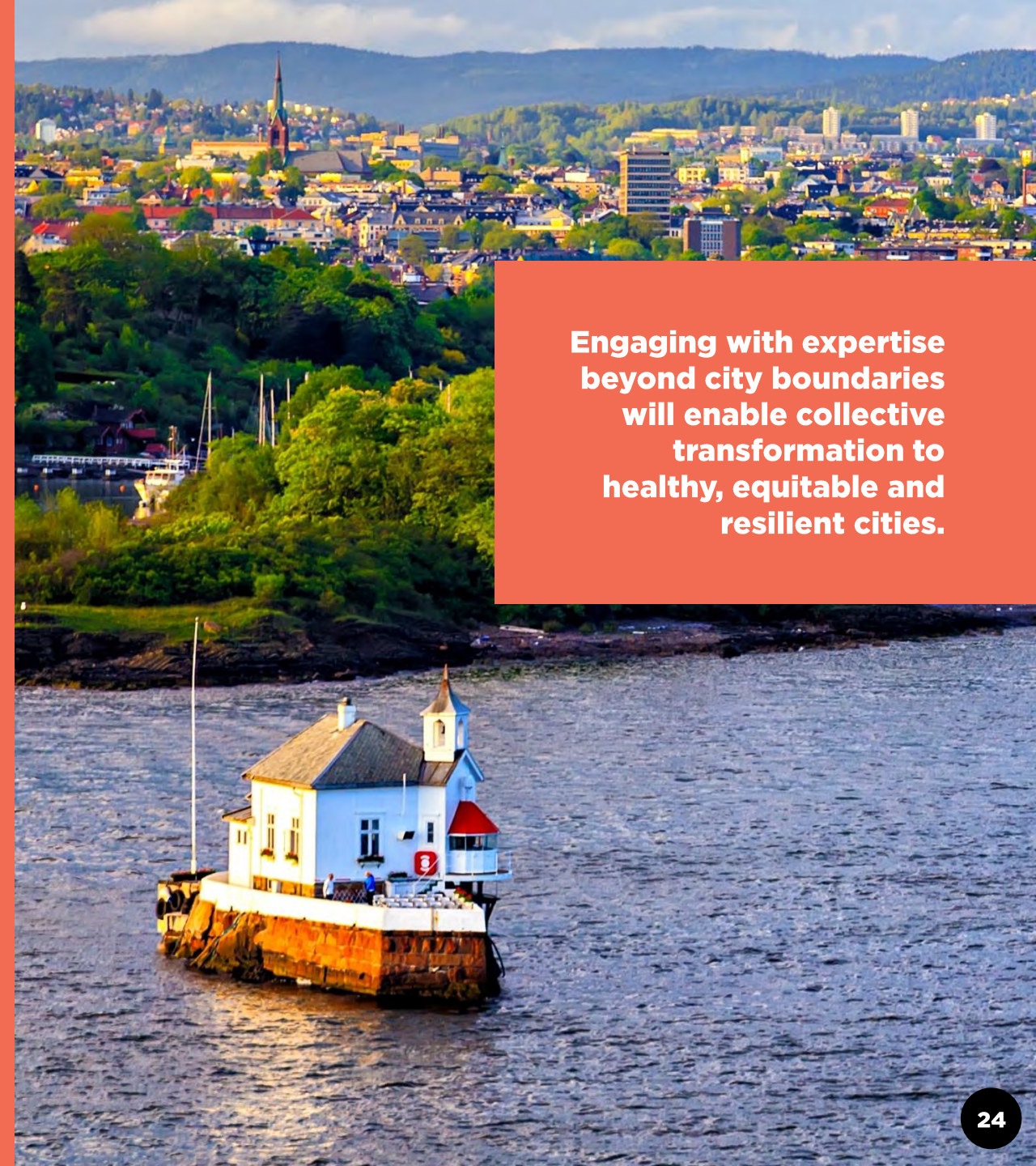
To mainstream climate priorities across the administration, it is important that cities build the knowledge and expertise of internal departments and appropriately

distribute responsibility to strengthen climate competence. As with a responsible financial budget, a climate budget should deliver value by focusing resources to the strategic priorities of the city and tangible interventions that address the key climate concerns.

A phased approach to climate budgeting allows cities to immediately start targeting emission sources within direct control, and work year-on-year to align with the city-wide scope of their CAP. Multi-departmental collaboration supports the distribution of actions across the administration and sets accountability for achieving emissions targets. Ongoing participation of political and administrative leaders provides legitimacy and endorsement to the continuous climate budgeting process.

As city administrations are responsible for only a small share of city-emissions, it is vital they tap into networks across multiple sectors, including businesses and civil society.

**Engaging with expertise beyond city boundaries will enable collective transformation to healthy, equitable and resilient cities.**



**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE  
MEETING OF WEDNESDAY, JANUARY 17, 2024**

---

**SUBJECT**     **Measures to Reduce Regional Greenhouse Gas Emissions**

**ISSUE SUMMARY**

To seek direction on a proposed Climate Action Service budget amendment to increase capacity related to climate action community behaviour change and education programming, as well as innovative greenhouse gas reduction focused policy analysis approaches.

**BACKGROUND**

The Capital Regional District's (CRD) Regional Growth Strategy (RGS) sets a target to reduce the region's greenhouse gas (GHG) emissions by 61% by 2038, based on 2007 levels. To monitor trends and inform planning and programming focused on reducing emissions in the capital region, the CRD's Climate Action service produces regional and local government community GHG inventories every two years. The 2022 GHG inventory was provided to the Board on October 11, 2023 (Appendix A). It indicates that while per capita trends are decreasing, the region is not on track to achieve its 2038 GHG targets. Staff were directed by the Board to report back on "new and innovative and ambitious options and measures to reduce this trend in future years and achieve our existing 2038 emissions targets."

The CRD's Climate Action Strategy, approved in late 2021, identifies a pathway for how the CRD may achieve its regional GHG reduction goals (Appendix B). It recognizes that a collective commitment to climate action at all levels of government is required to achieve GHG targets. The strategy includes over 125 actions for how the CRD, through its various services, will play a role to advance regional and corporate climate goals through 2025.

Staff have reviewed the existing Climate Action Strategy actions and workplans, related Board directives, internal service planning processes, and considered recent input collected through the CRD Climate Action Inter-Municipal Working Group (IMWG) and Climate Action Inter-Municipal Task Force (Task Force) to develop recommended next steps.

**Related Board Direction and Inter-Municipal Committee Recommendations**

*Transportation Governance*

At the direction of the Board, the Regional and Strategic Planning (RSP) division is currently leading a process to review new transportation governance options. Changes to transportation governance will take time to enact. The first step is to establish a new CRD Transportation Service. As directed by the Board on December 13, 2023, through 2024, RSP will lead a service design and feasibility study to identify the functions, service levels and operating requirements for this new service. The scope of the feasibility study will be all existing CRD transportation functions and new transportation functions that better enable regional collaboration (e.g., connectivity, traffic flow and congestion) and enhanced service delivery (e.g., new mobility, behaviour change). Pending Board direction, the second step could be to establish a new transportation authority. This would require legislative change. The Province has also clearly communicated that no such

changes will be considered unless the region's 13 municipalities and three electoral areas agree. Additionally, the Province has signalled that such changes would not occur within this Board term. As a result, staff have recommended that the CRD Board focus on establishing a new CRD service in 2024 and begin preparing a business case for a new transportation authority in 2025.

All of these proposed governance changes relate to how decisions about transportation are made – what is the scope, who decides, who pays, and who is responsible for implementation. Governance changes in the short-term will not directly reduce GHG emissions. However, the changes could encourage faster implementation of transportation infrastructure and delivery of transit services. These changes are enabling, with the objective of reducing GHG emissions over the long-term.

### *Climate/Carbon Budgeting*

After receiving a request from the District of Central Saanich for the CRD to adopt a carbon budgeting policy and support local governments in doing the same, in spring 2023, staff were directed by the Board to host a workshop with elected officials and local government staff to better understand the opportunities and implications for pursuing this work. A workshop was held in June 2023 and follow-up discussions occurred with the CRD's climate action inter-municipal staff and elected official committees to review and refine input collected and related recommendations. Refer to the January 17, 2023 staff report titled 'Carbon Budget Update' for further information and related staff recommendations.

### *Community Mobilization and Education*

The Task Force is an advisory group to the Environmental Services Committee (ESC). During its discussions, and from input provided during these meetings, members have identified an interest in the CRD increasing its programming related to climate action behaviour change and community mobilization. While the Climate Action service has historically undertaken these efforts, these have been campaign-based and often linked to specific grant-funded programs.

Current staff capacity does not allow for broader programming; however, opportunities remain to expand current reach, enhance tools related to existing programs, and scope new programming with additional resources in 2024. As such, staff propose a 2024 budget amendment to support the hiring of a one-year auxiliary position, at a cost of \$90,000, to support this work. At its December 1, 2023 meeting, the majority of Task Force members reaffirmed their interest in including this consideration in a response to the Board.

### **Policy Mapping and Innovation**

To better understand the current context for GHG reduction-related policy and opportunities for innovation in the region, staff, working with Introba Consulting, developed a GHG policy mapping summary. Interviews were held with representatives across government and other experts and input was collected from the CRD's climate action inter-municipal committees to collate for known policies per level of government that will change the trajectory of the emissions toward the region's 2038 GHG targets. Additionally, an initial list of future-looking more innovative policy approaches that would require additional analysis (i.e., regulatory reviews, advocacy pathways, and more detailed GHG modelling) were collected (Appendix C). This list prioritizes 'stretch/innovative' policies that are expected to have medium-to-high GHG reductions within the 2038 regional target timeline.



Staff recommend using the prioritized list as a basis for a one-time \$100,000 request to conduct additional analysis on the more aggressive 'stretch/innovative' policies that could be either undertaken by the CRD within its authority, or by local governments, with the CRD Climate Action service providing research and/or a coordination function (similar to other recent local government policies such as Zero Carbon Step Code and electric vehicle (EV) ready bylaws). Over the coming months, staff would further engage municipal staff and experts to determine which identified 'stretch/innovative' policy approaches (up to three), listed in Appendix C, are the top priorities for further study. Outcomes of this analysis would be reported to the ESC and inform the next iteration of the CRD's Climate Action Strategy.

#### *Other Active GHG Emissions-Related Projects and Opportunities*

Staff are actively undertaking several initiatives, as directed by the CRD Climate Action Strategy, which will inform future regional programming and associated workplans and service requests:

- Buildings – Home Energy Navigator Program iteration, regional benchmarking program design, low-income financing program design study, Zero Carbon Step Code policy support
- Transportation – EV policy toolkits, EV infrastructure investments and grant management, regional trails widening, lighting and trestle repair and additional active travel work on the Gulf Islands, transportation governance analysis
- Land Use – Growth and Mobility Study (led by RSP), GHG scenario analysis and Board consideration of the need to update the RGS
- Waste – Implementation of the Solid Waste Management Plan and related capital projects
- Corporate Leadership – Energy management initiatives, corporate GHG reduction projects and climate lens-related initiatives

As per the current Climate Action Strategy, staff anticipate future service requests starting in the 2025 budget year. These requests encompass an EV coordinator continuation of a full-time equivalent, regional benchmarking program, potential low-income retrofit financing, community mobilization programming and other corporate capital projects. Staff also plan to undertake a process to renew the CRD Climate Action Strategy in 2025 to identify future service priorities, including those related to climate adaptation. This would be informed by current program outcomes, inter-municipal engagement, and the ongoing research and policy analysis planned for the coming year.

### **ALTERNATIVES**

#### *Alternative 1*

The Environmental Services Committee recommends to the Capital Regional District Board: That the Climate Action service initiate a 2024 budget amendment for \$190,000 utilizing existing service budget reserves to accommodate:

1. a one-year auxiliary term position to develop a community mobilization program and undertake regional education activities; and
2. additional policy analysis, regulatory reviews, and greenhouse gas (GHG) modelling related to innovative policy approaches identified through the GHG policy mapping initiative.

#### *Alternative 2*

That this report be referred back to staff for additional information.

## **IMPLICATIONS**

### *Alignment with Board & Corporate Priorities*

Reducing greenhouse gas emissions is embedded in the Climate Action & Environment Board and Corporate Priorities.

### *Alignment with Existing Plans & Strategies*

Increasing resources to develop and undertake community mobilization and education activities to align with CRD Corporate Plan Initiative 6a-1 to “promote community capacity building on climate action.” While undertaking additional policy analysis is not specifically noted in the Board priorities or Corporate Plan, the 2021 CRD Climate Action Strategy includes an action to “identify innovative action to close the regional 2030 emissions gap.”

### *Environmental & Climate Action*

The proposed approach will provide additional capacity to support residents in undertaking climate action and provide more information for decision-makers in the future. At this point, actual emissions savings per dollar invested is unclear. Additionally, current Board direction does not include climate adaptation considerations, which will need to be contemplated in the future.

### *Financial Implications*

Existing Climate Action service reserve funds would be utilized for the 2024 budget amendment. Approximately \$90,000 would be allocated for a one-year term position, and approximately \$100,000 would be allotted to undertake additional policy analysis.

### *Intergovernmental Implications*

Staff will continue to engage the region’s local governments through the CRD’s Climate Action IMWG and Task Force on better understanding new policy approaches and supporting implementation of existing programs and policies in a collaborative manner. Staff will continue to work with local government staff on any new efforts related to innovative regional and local government-focused policies and programs, as proposed.

## **CONCLUSION**

The Board recently directed staff to investigate new initiatives related to achieving regional greenhouse gas reduction targets. Further, the CRD Climate Action Inter-Municipal Task Force is requesting that the Board consider additional resources to undertake more climate action focused community mobilization and education activities. As directives do not align with the existing service planning process, staff are recommending a one-time budget amendment within the regional climate action service to increase service capacity in the 2024 budget year. Outcomes through this work and other planning processes (such as those related to transportation governance) will support the Board in understanding future opportunities and inform service priorities through the CRD’s Climate Action Strategy renewal in 2025.

### **RECOMMENDATION**

The Environmental Services Committee recommends to the Capital Regional District Board:  
That the Climate Action service initiate a 2024 budget amendment for \$190,000 utilizing existing service budget reserves to accommodate:

1. a one-year auxiliary term position to develop a community mobilization program and undertake regional education activities; and
2. additional policy analysis, regulatory reviews, and greenhouse gas (GHG) modelling related to innovative policy approaches identified through the GHG policy mapping initiative.

Submitted by:	Nikki Elliott, BES, MPA, Manager, Climate Action Programs
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENTS**

Appendix A: 2022 Regional Greenhouse Gas Inventory Summary

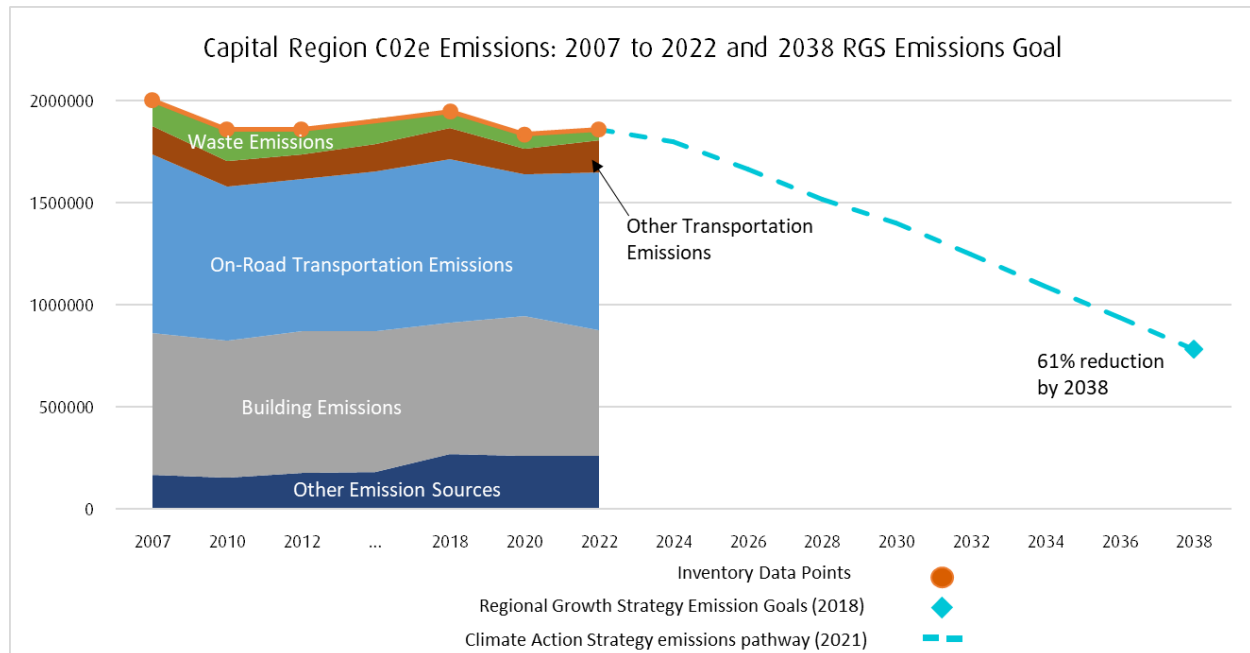
Appendix B: Capital Region-Wide Greenhouse Gas Emissions Climate Action Strategy Scenario

Appendix C: CRD Greenhouse Gas Emissions Policy Mapping – Memo from Introba (December 2023)



## 2022 REGIONAL GREENHOUSE GAS INVENTORY SUMMARY

January 2024

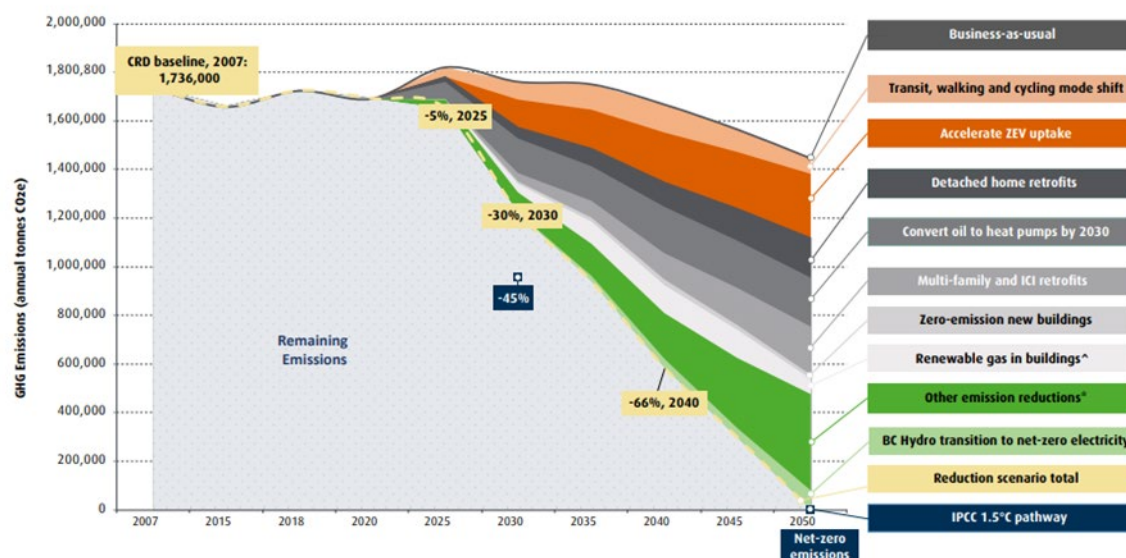


Data source: Stantec Consulting Ltd. (2023, September 14). Capital Regional District 2022 GPC BASIC+ Community Greenhouse Gas (GHG) Emissions Inventory Report. [https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/2022-regional-ghg-inventory-study-.pdf?sfvrsn=3722e7ce\\_1](https://www.crd.bc.ca/docs/default-source/climate-action-pdf/reports/2022-regional-ghg-inventory-study-.pdf?sfvrsn=3722e7ce_1)

## CAPITAL REGION-WIDE GREENHOUSE GAS EMISSIONS CLIMATE ACTION STRATEGY SCENARIO

January 2024

Figure 8. Capital region-wide GHG emissions: Climate Action Strategy scenario, 2007-2050 (tonnes CO<sub>2</sub>e)



<sup>^</sup> Renewable gas may include several sources, e.g., captured landfill gas, gas from anaerobic digesters, future supply of hydrogen gas.

<sup>\*</sup> Other emissions sources include agriculture, forestry, other land use, fugitive, marine and aviation, product use

Source: 2021 CRD Climate Action Strategy, p. 22

### NOTES

- Current CRD Climate Action Strategy actions were structured around how the CRD can best play a role within known authorities to reduce regional Greenhouse Gas (GHG) emissions under these broad approaches.
- Transportation accounted for 42% of regional GHGs in 2022. Transportation Governance outcomes are likely to support some of the mode-shift related emissions; the remainder are covered by provincial fuel policy and electric vehicle/renewable fuels transitions.
  - The CRD is supporting this through Electric Vehicle (EV) infrastructure programming, building off of provincial level EV incentives and minimum EV sale quotas for manufacturers.
  - The establishment of a new transportation service could encourage GHG reductions through faster implementation of transportation infrastructure and delivery of transit services. The two most significant changes would be to:
    - Prioritize infrastructure projects at the regional level to allow for robust CRD Board advocacy to federal and provincial funders.
    - Accelerate mode shift through a new behaviour change program that would offer education activities to support community mobilization.
- Buildings accounted for over 30% of regional GHGs in 2022.
  - The CRD is advancing iterative retrofit support work for residential homeowners through the Home Energy Navigator program, policy implementation support for local governments on the BC Energy Step Code and Zero Carbon Step Code, and scoping of potential building benchmarking and low-income financing programs.

# CRD Greenhouse Gas Emissions Policy Mapping

MEMO | December 2023

## Background

The Capital Regional District (CRD) has established a target to reduce the region's greenhouse gas (GHG) emissions by 61% by 2038, based on 2007 levels. The CRD's latest GHG inventory indicates that the region emitted 1.86 million tonnes of CO<sub>2</sub>e in 2022, which approximately equates to a 7% reduction from the 2007 baseline, and a 1% increase since 2020. To ensure the CRD remains on track to achieving its regional 2038 target, staff have been directed by their Board to report on "new and innovative and ambitious options and measures to reduce this trend in future years and achieve our existing 2038 emissions targets".

This short memo provides an overview of the general approach taken to this work, as well as key findings.

## Approach

The first step in this work was to conduct a scan of the policy landscape covering all levels of government and all major sectors, and detailing known/existing, forthcoming, and potentially innovative policies that can or could support the region's emissions reduction efforts. The purpose of this review was to identify:

1. Key policies (both existing and forthcoming) at all levels of government that would have a material impact on the region's GHG emissions, and
2. Policy gaps and potential innovative policies at the regional and local government level, including areas that should be explored to better understand impact and jurisdictional limits and allowances.

This process began with a review of existing documents, followed by interviews with subject matter experts and CRD staff who provided additional insights on planned or potential actions. Potential actions to explore were also collected from two inter-municipal committee meetings with elected officials and municipal staff, respectively.

Documents Reviewed	Interviewees (External to CRD)
<ul style="list-style-type: none"> <li>• <a href="#">Pan-Canadian Framework on Clean Growth and Climate Change</a></li> <li>• <a href="#">CleanBC Roadmap to 2030</a></li> <li>• <a href="#">CRD Climate Action Strategy</a></li> <li>• <a href="#">CRD Solid Waste Management Plan</a></li> <li>• <a href="#">Saanich Building Retrofit Strategy</a></li> </ul>	<ul style="list-style-type: none"> <li>• Matte Horne, City of Vancouver</li> <li>• Megan Lohmann, Community Energy Association</li> <li>• Zachery May, Province of BC</li> <li>• Robyn Webb, BC Hydro</li> <li>• Karen Tam Wu, Independent (formerly of Pembina Institute)</li> <li>• CRD Climate Action Inter-Municipal Working Group</li> <li>• CRD Climate Action Inter-Municipal Task Force</li> </ul>

This led to the development of a list of current, planned or potential actions that were further categorized and evaluated using the criteria found in Table 1.

## CRD Greenhouse Gas Emissions Policy Mapping

Table 1: Categorization of Actions

Category	Details
<b>Sector of interest</b>	<p>Policies were categorized according to the CRD's GHG emissions inventory</p> <ul style="list-style-type: none"> <li>• General (actions related to overall financing, advocacy, regional coordination or authority)</li> <li>• Stationary Energy (New Building Construction, Existing Buildings, New and Existing Buildings)</li> <li>• Energy</li> <li>• Industry</li> <li>• Transportation (On-Road Transportation, Active Transportation and Public Transit, Other Transportation)</li> <li>• Waste</li> <li>• Industrial Processes and Product Uses</li> <li>• Agriculture, Forestry and Other Land Use</li> </ul>
<b>Level of Government</b>	Policies were classified as falling under Federal, Provincial, Regional, or Local jurisdiction
<b>Core v. enabling</b>	Policies were classified as either a key action necessary to reduce emissions in a given sector (Core), vs. those that support the achievement of those emissions reductions (Enabling)
<b>Authority</b>	<p>Policies were classified as either:</p> <ul style="list-style-type: none"> <li>• Within Authority – Existing: policies known to be underway and within existing authority (<i>applies to federal/provincial/regional actions</i>).</li> <li>• Within Authority – Planned: planned policies within existing authority (<i>applies to federal/provincial/regional actions</i>).</li> <li>• With Authority – Explore: policies within existing authority that the CRD should explore (<i>applies to regional actions only</i>).</li> <li>• Within Authority: applied only to local governments, who are in varying stages of planning and implementation.</li> <li>• Stretch/Innovative: actions that were deemed on the edge or outside of the authority of regional or local governments.</li> </ul>
<b>Emissions Reduction Impact by 2038</b>	<p>Actions were classified as having a Low, Medium, or High impact on emission reductions.</p> <p>Values in this category were assigned based on consultant experience developing multiple emissions inventories and climate action plans and represent of the impact of an action in reducing emissions within its own sector (not across the inventory). Actions that may have a high impact in the longer term (e.g., to 2050) or that apply to scopes of emissions outside the inventory (e.g. embodied carbon) were designated as “low”. Note that additional GHG modelling and analysis may change the rankings in this category.</p>
<b>Type of Action</b>	Actions were classified as one of the following: Regulate, Incentivize, Coordinate, Educate, Advocate, or Corporate (i.e. applicable to CRD assets only)

## Key Findings

The results of this work can be found in a companion Excel, which should be considered a working document that reflects the current state of policy development and available insights at the time of this study. As such, it should be considered a reference that can be reviewed and updated as new information arises. The resultant list of policies and actions has been designed to be readily accessible and able to be sorted, as well as to be updated to incorporate emerging policies and programs over time.



## CRD Greenhouse Gas Emissions Policy Mapping

Overall, it should be noted that there was broad agreement among interviewees that one of the CRD's key functions and indeed contributions is as a coordinator, including identifying and promoting minimum policy options for adoption across its local governments, fostering collaboration to ensure alignment, and undertaking programs and projects better done at the regional scale. Transparent and effective coordination across the region was also seen as increasing the likelihood of provincial involvement in initiatives that could either enable or directly contribute to emissions reductions that are not being actively pursued.

To this point, while many actions identified for the regional level fall under the category of advocacy, the region may wish to review and identify any opportunities to participate in existing efforts; for example, ongoing planning or policy development efforts at the provincial level, and/or, advocate to the provincial or federal government to enhance or accelerate their existing policies and programs. This is noted in the recommendation to *Develop a Regional Advocacy Plan*.

More specifically, this work yielded a list of higher impact actions (i.e. medium or high) that the CRD and/or its local governments should explore to understand where their current authority could be expanded (see Table 2 and Table 3, respectively).

Finally, it should also be noted that the actions included in this review have been evaluated only for their impact on the region's current territorial emissions, and do not take into consideration any other co-benefits that certain actions may bring.

Table 2: Medium or high impact actions for the CRD to explore

Sector	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action
<b>General</b>					
General	<b>Seek authority to regulate GHG emissions regionally.</b> Review current legislation for the authority to regulate GHG Emissions regionally and/or potentially seek delegated powers from the Province of BC.	Core	Stretch/Innovative	High	Advocate
<b>Stationary Energy</b>					
New Construction	<b>Regional Coordination and Permitting for New Construction.</b> The regional government takes on the role of permitting for all member municipalities. This would support smaller municipalities that are hesitant to adopt higher levels of the step code due to capacity constraints and knowledge gaps. This might also support the provincial efforts in digital permitting.	Enabling	Stretch/Innovative	Medium	Regulate
<b>Existing Buildings</b>					
Existing Buildings	<b>Oil Tank Removal.</b> Introduce a regulation that requires the removal of oil tanks via stormwater bylaws, delegated authorities, or other regulatory approaches.	Core	Stretch/Innovative	Medium	Regulate
<b>Transportation</b>					
<b>On-Road Transportation</b>					
On-Road Transportation	<b>Distance (VKT)-Based Charging.</b> Conduct research and advocate for ICBC to consider distance-based charging, where costs associated with vehicle usage, such as road infrastructure use and insurance premiums, are based on VKT.	Enabling	Stretch/Innovative	Medium	Advocate
On-Road Transportation	<b>Passenger and Freight Movement.</b> Explore the opportunities to enhance passenger and freight services to provide a lower-carbon alternative and meet transportation needs. Frequent electrified rail service and light rail transit (LRT) could be examined further as longer-term options. However, lead times for both rail and LRT are likely too long to have any impact on the 2038 targets.	Core	Stretch/Innovative	Medium (future)	Advocate/Coordinate
<b>Active Transportation and Public Transit</b>					
Active Transportation and Public Transit	<b>Regional Multimodal Network.</b> Establish a regional transportation authority and funding service to facilitate improvements to the Regional Multimodal Network.	Core	Stretch/Innovative	Medium	Coordinate

## CRD Greenhouse Gas Emissions Policy Mapping

Table 3: Medium or high impact actions for local governments to explore

Sector	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action
<b>General</b>					
General	<b>Establish Carbon Fees.</b> Explore the application of a "carbon fee" - e.g., in permitting, applications, licences - to help discourage carbon-intensive practices, encourage low-carbon practices, and use fees to help fund climate-related programs.	Core	Stretch/Innovative	Medium	Incentivize
<b>Stationary Energy</b>					
<b>Existing Buildings</b>					
Existing Buildings	<b>Building Performance Standards.</b> Set maximum energy or GHG emissions intensity limits that decline over time in existing Part 3 buildings.	Core	Stretch/Innovative	High	Regulate
Existing Buildings	<b>Removal of Oil Heating Systems.</b> Implement a legislative requirement for the removal of oil heating systems from buildings under the (joint) authority of environmental protection or other pathway, as determined.	Core	Stretch/Innovative	Medium	Regulate
Existing Buildings	<b>Prescriptive Requirements for Building Retrofits.</b> Set prescriptive requirements for buildings undergoing retrofit, perhaps building off the forthcoming alterations code.	Core	Stretch/Innovative	Medium	Regulate
<b>New and Existing Buildings</b>					
New and Existing Buildings	<b>Equipment Standards.</b> Explore authority to set efficiency and/or fuel requirements for new space and water heating equipment.	Core	Stretch/Innovative	High	Regulate
<b>Energy</b>					
Energy	<b>Natural Gas Hookup Ban.</b> Prohibit natural gas hookups in all new construction and/or greenfield developments and explore options to limit or prevent the installation of any new natural gas infrastructure (e.g., through rezoning policy, development permits, DPA, etc.)	Core	Stretch/Innovative	High	Regulate
<b>Transportation</b>					
<b>On-Road Transportation</b>					
On-Road Transportation	<b>Parking Restrictions.</b> Encourage active transportation through parking restriction options, including replacing parking minimums with maximums, reducing free parking spaces, regulating the size and type of vehicles that can park, require a higher percentage for accessible/disabled for on-street parking, and charge parking fees in parks	Enabling	Stretch/Innovative	Medium	Regulate
On-Road Transportation	<b>Congestion Charging and Tolling.</b> Imposes fees for using selected roads during peak hours or in heavily congested areas to motivate people to either shift their travel times or opt for alternative modes of transportation. Consider a congestion management fee for ride-hailing businesses.	Core	Stretch/Innovative	High	Regulate
On-Road Transportation	<b>Low/Zero Emission Zones.</b> Ban the highest-polluting vehicles from entering the targeted high use zone or charges higher-polluting vehicles a fee to enter.	Core	Stretch/Innovative	Medium	Regulate

# CRD GHG Policy Mapping

(Last Update: December 2023)



Sector and Policy Area	Level of Government	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action	Notes
General							
General	Federal	<b>Carbon Pricing.</b> The federal minimum price is set at \$65 per tonne of CO2 equivalent as of April 2023. It started at \$20 per tonne in 2019 and will increase by \$15 annually until it reaches \$170 in 2030.	Core	<b>Within Authority - Existing</b>	High	Regulate	
General	Federal	<b>GHG Offset Credit System.</b> Verified GHG reductions achieved by a project either by reducing GHG emissions or increasing GHG removals from the atmosphere. Offset credits can be sold and used for compliance by facilities covered in the federal Output-Based Pricing System or sold and used by others who are looking to meet voluntary climate targets or commitments.	Enabling	<b>Within Authority - Existing</b>	Medium	Regulate	
General	Provincial	<b>B.C.'s Carbon Tax.</b> The current carbon tax rate is \$65 per tonne of CO2 equivalent and will meet or exceed federal carbon price requirements as part of the Roadmap to 2030.	Core	<b>Within Authority - Existing</b>	High	Regulate	
General	Regional	<b>Climate Action Fund.</b> Set up a regional endowment fund to raise awareness and support innovative climate actions to reduce GHG emissions.	Enabling	<b>Within Authority - Explore</b>	Low	Incentivize	Suggested by IMWG
General	Regional	<b>Develop a Regional-Wide Approach to Nature-based Climate Solutions.</b> Explore, support, and coordinate carefully planned natural-based climate solutions with monitoring and moving forward with carbon sequestration potential data.	Enabling	<b>Within Authority - Explore</b>	Low	Coordinate	Suggested by IMWG
General	Regional	<b>Coordinate regional Climate Action.</b> Consider the use of a services by-law that allows CRD to provide increase services across all of their member municipalities.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	
General	Regional	<b>Seek authority to regulate GHG emissions regionally.</b> Review current legislation for the authority to regulate GHG Emissions regionally and/or potentially seek delegated powers from the Province of BC.	Core	<b>Stretch/Innovative</b>	High	Advocate	Metro Vancouver has unique authority over air quality.
General	Regional	<b>Develop a Regional Advocacy Plan.</b> Identify advocacy priorities and develop a strategy for advocating for key areas of potential impact.	Core	<b>Within Authority - Explore</b>	Medium	Advocate	
General	Local	<b>Establish Carbon Fees.</b> Explore the application of a "carbon fee" - e.g. in permitting, applications, licences - to help discourage carbon-intensive practices, encourage low-carbon practices, and use fees to help fund climate-related programs.	Core	<b>Stretch/Innovative</b>	Medium	Incentivize	Suggested by IMTF
General	Local	<b>Explore the use of Business Licensing, Noise And Nuisance By-laws and Standards of Maintenance By-laws.</b> For example, Local Governments could make the provision of EV chargers a requirement for business licenses or use the frequency of noise as a way to regulate gas-fired equipment or vehicles.	Enabling	<b>Within Authority - Explore</b>	Medium	Regulate	The City of Vancouver has approved a policy EV chargers as requirement for business licensing - unclear whether the authority only exists under the Vancouver Charter or if it also exists under the Local Government Act.
< Click to Expand/Collapse							
Stationary Energy							
Sector GHG Emissions = 728,096 tCO2e (39% of Total GHG Emissions)							
New Building Construction							
New Construction	Federal	<b>National Energy Code of Canada for Buildings.</b> Sets out the technical requirements for the energy-efficient design and construction of new buildings and additions. It includes four progressive performance tiers with the last tier yielding at least a 60% reduction in energy consumption over the baseline tier 1 to maximize energy efficiency in new construction.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
New Construction	Federal	<b>Low Carbon Building Materials Innovation Hub.</b> Drives further research, building code reform, and demonstration activities, all promoting the use of lower carbon construction materials (e.g., wood, steel, cement, etc.) in the built environment	Enabling	<b>Within Authority - Planned</b>	Low	Educate	Low impact in terms of CRD's emissions inventory in 2038, but whole lifecycle emissions impact could be high
New Construction	Federal	<b>Code Acceleration Fund.</b> Provides financial support to provinces, territories, municipalities, and Indigenous governments and communities to support the adoption of higher levels of energy code.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
New Construction	Provincial	<b>BC Energy Step Code.</b> Introduced in 2017 through the BC Building Code (BCBC), sets energy efficiency performance requirements for new construction (both P9 and P3). Baseline levels of performance are set by building type and are increased every 3-4 years in "steps", reaching net-zero energy-ready performance requirements by 2032.	Core	<b>Within Authority - Existing</b>	Low	Regulate	
New Construction	Provincial	<b>Zero Carbon Step Code.</b> Introduced in 2023 through the ZCSC, sets optional carbon emissions performance requirements for new construction (both P9 and P3). Sets four levels of increasing stringency, from "measure only" through to moderate, strong, and zero. Baseline performance levels have been established for 2030 (zero carbon); interim limits are expected to be set for 2024 (moderate) and 2027 (strong) but have not yet been confirmed by the Province.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
New Construction	Provincial	<b>CleanBC Building Innovation Fund.</b> Provides incentives to B.C. manufacturers and technology developers to commercialize and demonstrate new energy efficient and low-carbon building technologies, designs, and practices.	Enabling	<b>Within Authority - Existing</b>	Medium	Incentivize	



New Construction	Regional	<b>Regional Coordination and Permitting for New Construction.</b> The regional government takes on the role of permitting for all member municipalities. This would support smaller municipalities that are hesitant to adopt higher levels of the step code due to capacity constraints and knowledge gaps. This might also support the provincial efforts in digital permitting.	Enabling	Stretch/Innovative	Medium	Regulate	Local governments would have to delegate the authority to the regional government.
New Construction	Regional	<b>Support Embodied Carbon Reduction.</b> Advocate for funding to incentivize low-carbon building materials (e.g. CarbonCure technology) and support capacity building and pilot projects in reducing embodied carbon	Enabling	Within Authority - Existing	Low	Advocate	Suggested by IMWG  Low impact in terms of CRD's emissions inventory in 2038, but whole lifecycle emissions impact could be high
New Construction	Local	<b>Accelerated Adoption of Energy Step Code.</b> Implement BC Energy Step Code requirements for new building permit applications in advance of provincial adoption schedule.	Core	Within Authority	Low	Regulate	
New Construction	Local	<b>Adoption of Zero Carbon Step Code.</b> Local governments can reference the Zero Carbon Step Code in bylaws and require or encourage require a given level in the Zero Carbon Step Code for new buildings in their jurisdiction.	Core	Within Authority	Medium	Regulate	
New Construction	Local	<b>Revitalization Tax Exemptions.</b> Exempt eligible properties from taxes to encourage various types of revitalization to achieve a range of environmental, economic, or social objectives.	Enabling	Within Authority	Low	Incentivize	
New Construction	Local	<b>Density Bonusing.</b> Allows for extra density, up to a specified maximum floor space ratio, or relaxations of buildable market floor area for meeting higher levels of the step codes or achieving specified green building certifications.	Enabling	Within Authority	Low	Incentivize	
New Construction	Local	<b>Building Permit Rebates or Permit Fast Tracking.</b> Rebates or faster turnaround of permit applications for meeting higher levels of the step codes or achieving specified green building certifications.	Enabling	Within Authority	Low	Incentivize	
New Construction	Local	<b>Embodied/Whole Life Carbon Limits.</b> Set requirements and provide guidance on low embodied carbon within new construction codes and guidelines.	Core	Stretch/Innovative	Low	Regulate	Embodied carbon limits will have a big impact on scope 3 emissions which are not accounted for in CRD's GHG inventory, hence emissions reductions in marked as low. Suggested by IMWG; local governments may be able to do this through rezoning by-laws.
< Click to Expand/Collapse							
Existing Buildings							
Existing Buildings	Federal	<b>Alterations to Existing Buildings codes.</b> Sets out technical requirements for existing building alterations or existing building performance to support GHG reduction, energy efficiency, and resilience in existing buildings	Core	Within Authority - Planned	Medium	Regulate	
Existing Buildings	Federal	<b>Canada Greener Homes Grants and Financing.</b> funding to help homeowners make their homes more energy-efficient, create new jobs across Canada for energy advisors, grow our domestic green supply chains. The Greener Homes Loan program provides interest-free loans to help homeowners complete deep home retrofits.	Enabling	Within Authority - Existing	Medium	Incentivize	
Existing Buildings	Federal	<b>Canada Infrastructure Bank Building Retrofit Initiative.</b> Grants smaller and medium-sized building owners access to financing for green building upgrades.	Enabling	Within Authority - Existing	Low	Incentivize	
Existing Buildings	Federal	<b>Home Energy Labeling.</b> Requires EnerGuide labelling of homes at the time of sale. Plans to design a complementary Climate Adaptation Home Rating Program.	Core	Within Authority - Planned	Medium	Regulate	
Existing Buildings	Federal	<b>Retrofit Accelerator Initiative.</b> Provides funding to organizations (i.e. “retrofit accelerators”) that help building owners in the development of deep retrofits in commercial, institutional, and mid- or high-rise multi-unit residential buildings in Canada.	Enabling	Within Authority - Existing	Medium	Incentivize	
Existing Buildings	Provincial	<b>Alterations Code.</b> The Province has mandates to create an energy efficiency code for alterations to existing buildings by 2024. B.C. is working with Codes Canada on this shared mandate.	Core	Within Authority - Planned	Medium	Regulate	
Existing Buildings	Provincial	<b>Home Energy Labelling.</b> It is understood that the provincial government is currently developing a virtual home energy rating system and labelling program, a user-friendly, web-based, virtual home-energy rating tool to let people see how efficient their homes are.	Core	Within Authority - Existing	Medium	Regulate	
Existing Buildings	Provincial	<b>Better Homes Income Qualified Program.</b> Offers enhanced rebates to households that meet income qualification requirements to make energy-saving home upgrades. Besides heat pumps, other eligible upgrades include insulation, windows and doors, ventilation, health and safety, and electric service upgrades. The rebates will cover 60–95% of the upgrade costs.	Enabling	Within Authority - Existing	Low	Incentivize	
Existing Buildings	Regional	<b>Building Energy Benchmarking.</b> Coordinate with senior and local government to understand and pursue opportunities related to regional energy benchmarking. Would require jurisdictions having authority (e.g. local government) to enable.	Enabling	Within Authority - Existing	Low	Coordinate	
Existing Buildings	Regional	<b>Energy Retrofit Program (Home Energy Navigator Program).</b> Support residents to undertake low-carbon home energy retrofits and take advantage of government and utility incentives. Scale up the program across the region.	Enabling	Within Authority - Existing	Medium	Incentivize	IMTF suggested to scale up the Home Energy Navigator program, get building officials on board, and increase awareness about the program.
Existing Buildings	Regional	<b>Strata Energy Advisor Program.</b> Work with member municipalities to establish an energy advisory/retrofit concierge service for strata buildings.	Enabling	Within Authority - Existing	Medium	Incentivize	Suggested by IMWG

Existing Buildings	Regional	<b>Deep Retrofits for Corporate Buildings.</b> Conduct low-carbon upgrades and switch to electric heating and cooling in existing recreation centers, offices, and other CRD buildings to reduce energy usage and emissions.	Core	<b>Within Authority - Planned</b>	<b>Medium</b>	Corporate
Existing Buildings	Regional	<b>Promote Participation in the Canada Greener Homes Grants.</b> Share program information and highlight application deadlines to encourage the adoption of incentives for retrofits.	Enabling	<b>Within Authority - Explore</b>	<b>Medium</b>	Advocate
Existing Buildings	Regional	<b>Oil Tank Removal.</b> Introduce a regulation that requires the removal of oil tanks via stormwater bylaws, delegated authorities, or other regulatory approaches.	Core	<b>Stretch/Innovative</b>	<b>Medium</b>	Regulate
Existing Buildings	Local	<b>Building Energy Benchmarking and Disclosure.</b> Authority exists under the Local Government Act and must be established via a municipal bylaw. Requires P3 buildings of a certain size and type to measure and submit an annual report on annual energy use and emissions performance. Information can be used to influence further program development. May be accompanied by disclosure policies whereby information is released to the public as a means of influencing the market, either building-specific or in aggregate.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate
Existing Buildings	Local	<b>Building Performance Standards.</b> Set maximum energy or GHG emissions intensity limits that decline over time in existing Part 3 buildings. Regional and local governments would need to explore their authority to regulate existing buildings.	Core	<b>Stretch/Innovative</b>	<b>High</b>	Regulate The City of Vancouver has implemented its annual greenhouse gas and energy limits by-law based on authority under the Vancouver Charter. Metro Vancouver is in the process of implementing this type of standard, based on its authority to regulate air quality, an authority delegated to them from the Province.
Existing Buildings	Local	<b>Removal of Oil Heating Systems.</b> Implement a legislative requirement for the removal of oil heating systems from buildings under the (joint) authority of environmental protection or other pathway, as determined.	Core	<b>Stretch/Innovative</b>	<b>Medium</b>	Regulate
Existing Buildings	Local	<b>Prescriptive Requirements for Building Retrofits.</b> Set prescriptive requirements for buildings undergoing retrofit, perhaps building off the forthcoming alterations code. Would require new authority, and could be explored under exiting bylaws.	Core	<b>Stretch/Innovative</b>	<b>Medium</b>	Regulate Suggested by IMWG; would require new authority. Could be explored under exiting bylaw, e.g. Standards and Maintenance Bylaw
Existing Buildings	Local	<b>Fuel Source Declaration.</b> Establish a requirement for building owners to declare building fuel sources, if needed - depending on data collected through a potential energy benchmarking program and the Province's Virtual Energy Rating System and related labelling requirements.	Enabling	<b>Stretch/Innovative</b>	<b>Low</b>	Regulate Explore the legislative authority for this declaration to be mandatory.

< Click to Expand/Collapse

## New and Existing Buildings

New and Existing Buildings	Federal	<b>Energy Efficiency Regulations.</b> Set requirements for regulated products to meet certain levels of energy efficiency to be imported into Canada or shipped from one province to another for the purpose of sale or lease.	Enabling	<b>Within Authority - Existing</b>	<b>High</b>	Regulate
New and Existing Buildings	Provincial	<b>Highest Efficiency Equipment Standards.</b> A standard that will require new space and water heating equipment sold and installed in B.C. to be at least 100% efficient from 2030. Requirements will be implemented via a Point of Installation standard for simple/package equipment, and via a Point of Installation standard for more complex/field-integrated systems.	Core	<b>Within Authority - Planned</b>	<b>High</b>	Regulate
New and Existing Buildings	Provincial	<b>CleanBC Incentives.</b> Better Homes and Better Buildings programs provide rebates and support for homeowners and businesses to reduce energy use and greenhouse gas emissions in new and existing buildings. In addition, providing tax exemption and credit, and a low-interest financing program to encourage fuel switching and retrofits.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize
New and Existing Buildings	Regional	<b>Increase Public Awareness of Available Incentives.</b> Work with member jurisdictions, the BC Government, and other partners to deliver awareness and educational programs/resources that help home and building owners learn more about available incentives in terms of who a specific program is for and what it covers.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Educate      Suggested by IMWG
New and Existing Buildings	Regional	<b>Support zero carbon affordable housing.</b> Support uptake of high efficiency and zero carbon building practices for affordable housing developments (as per Zero Carbon Step Code).	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Coordinate
New and Existing Buildings	Local	<b>Early Adoption of Highest Efficiency Equipment Standards.</b> Local governments will be given the option to adopt the Point of Installation standard ahead of 2030 and implement the proposed early adoption pathway.	Core	<b>Within Authority - Planned</b>	<b>High</b>	Regulate
New and Existing Buildings	Local	<b>Development Permit Areas.</b> Leverage the authority to designate development permit areas for GHG emissions reduction. Explore the establishment of land use designations for regenerative design.	Core	<b>Within Authority - Existing</b>	<b>Medium</b>	Coordinate      Suggested by IMWG
New and Existing Buildings	Local	<b>Equipment Standards.</b> Explore authority to set efficiency and/or fuel requirements for new space and water heating equipment. Important if the Province's Highest Efficiency Equipment Standard is not realized.	Core	<b>Stretch/Innovative</b>	<b>High</b>	Regulate
New and Existing Buildings	Local	<b>PACE Financing.</b> PACE financing provides access to long-term financing to help building owners invest in energy retrofits. The liability is secured against the property, not the owner and repaid through an additional property tax, collected by the local authority or a third party, typically over extended timescales that make repayments affordable. Could be implemented at various scales.	Enabling	<b>Stretch/Innovative</b>	<b>Low</b>	Incentivize      PACE financing could be implemented at various scales led by the respective level of government, but uncertainty persists regarding the level of authority and local governments have consistently advocated to the province to streamline authority. It is generally felt that the Province would be better placed to provide a consistent and appropriately resourced program.

[< Click to Expand/Collapse](#)



Energy							
Energy	Federal	<b>Clean Fuel Regulations.</b> Require liquid fuel (gasoline and diesel) suppliers to gradually reduce the carbon intensity of the fuels they produce and sell for use in Canada over time.	Core	Within Authority - Existing	High	Regulate	
Energy	Federal	<b>Clean Fuels Fund.</b> De-risks the capital investment for building new or retrofitting/ expanding existing clean fuel production facilities.	Enabling	Within Authority - Existing	Low	Incentivize	High impact Canada-wide but low for CRD
Energy	Federal	<b>Phase-Out of Coal-Fired Power Plants.</b> Coal-fired electricity to cease as of January 1, 2030.	Core	Within Authority - Existing	Low	Regulate	High impact Canada-wide but low for CRD
Energy	Federal	<b>Regulatory Performance Standards for New Natural Gas Units and Converted Coal-to-Gas Units.</b> Sets performance standards for natural gas-fired electricity generation.	Core	Within Authority - Existing	Low	Regulate	Medium impact Canada-wide but low for CRD
Energy	Federal	<b>Emerging Renewable Power Program.</b> Supports projects of emerging renewables not yet established commercially in Canada, such as geothermal, tidal and offshore wind.	Enabling	Within Authority - Existing	Low	Incentivize	Medium impact Canada-wide but low for CRD
Energy	Federal	<b>The Future Electricity Fund (FEF).</b> Supports clean electricity projects and/or programs. Proceeds collected from OBPS covered utilities will be returned through funding agreements with governments of eligible jurisdictions or other designated third parties within the jurisdictions of origin.	Enabling	Within Authority - Existing	Low	Incentivize	Medium impact Canada-wide but low for CRD
Energy	Provincial	<b>Clean Electricity Delivery Standard.</b> Under the Roadmap to 2030, 100 percent of electricity generated in B.C. must be from clean or renewable sources. BC Hydro currently generates 98 percent clean electricity.	Core	Within Authority - Existing	Low	Regulate	
Energy	Provincial	<b>Methane Emissions Regulations.</b> Reduce methane emissions in the upstream production of natural gas by 45 percent by 2025.	Core	Within Authority - Existing	Low	Regulate	High overall impact but lwo for CRD
Energy	Provincial	<b>GHG Cap for Natural Gas Utilities.</b> Puts in place a regulatory emissions cap for natural gas utilities, encouraging new investment in low-carbon technologies and fuels as well as energy efficiency.	Core	Within Authority - Planned	High	Regulate	
Energy	Regional	<b>Regional Energy Planning.</b> Coordinate a review of regional electricity capacity constraints and work with BC Hydro to address them. Several local governments in the region have already started discussing the concept with BC Hydro and it may be beneficial to work at the regional scale rather than a piecemeal local approach. The CRD could also work to identify opportunities for district energy and large-scale renewables at a broader scale and consider how to enable renewable energy co-ops.	Enabling	Within Authority - Explore	Medium	Coordinate	
Energy	Regional	<b>Renewable Energy Generation.</b> Investigate new regional renewable energy potential from CRD infrastructure for district energy systems.	Enabling	Within Authority - Explore	Low	Corporate	
Energy	Local	<b>Natural Gas Hookup Ban.</b> Prohibit natural gas hookups in all new construction and/or greenfield developments and explore options to limit or prevent the installation of any new natural gas infrastructure (e.g., through rezoning policy, development permits, DPA, etc.) . Requires exploration of authority and mechanisms.	Core	Stretch/Innovative	High	Regulate	Suggested by IMWG;
Energy	Local	<b>Explore District Energy Opportunities.</b> Require developers to explore the feasibility of district energy in new developments.	Enabling	Within Authority	Low	Regulate	
Energy	Local	<b>Solar PV programs.</b> Encourage residents to install solar PV. This may include implementing or participating in community solar programs, offering incentives, and supporting BC Hydro’s net metering programs. Could also be offered regionally.	Enabling	Within Authority	Low	Incentivize	Suggested by IMWG.
< Click to Expand/Collapse							
Industry							
Industry	Federal	<b>Oil and Gas Methane Regulations Amendments.</b> Further reduce methane emissions from the oil and gas sector to at least 75% of 2012 levels by 2030.	Core	Within Authority - Planned	Low	Regulate	High impact Canada-wide but low for CRD
Industry	Federal	<b>Oil and Gas Emissions Cap.</b> Cap oil and gas sector emissions at current levels and ensure that the sector makes an ambitious and achievable contribution to meeting the country's 2030 climate goals. Reduce emissions at a pace and scale needed to align with the achievement of net-zero emissions by 2050, with five-year targets to stay on track.	Core	Within Authority - Planned	Low	Regulate	High impact Canada-wide but low for CRD
Industry	Federal	<b>Emissions Reduction Fund (ERF).</b> Funding to support capital investments, clean technology deployment and research to reduce methane and other GHG emissions reductions from onshore and offshore oil and gas.	Enabling	Within Authority - Existing	Low	Incentivize	High impact Canada-wide but low for CRD
Industry	Federal	<b>The Decarbonization Incentive Program (DIP).</b> Incentivizes the decarbonization of industrial sectors by supporting clean technology projects to reduce GHG emissions. Proceeds collected from federal OBPS non-electricity generating facilities will be returned via DIP to the jurisdictions of origin funding the most competitive decarbonization projects.	Enabling	Within Authority - Existing	Low	Incentivize	
Industry	Federal	<b>Net Zero Accelerator.</b> Invests in projects to support the decarbonization of large emitters, industrial transformation to remain successful and competitive in the net-zero global economy of 2050, and clean technology and battery ecosystem development.	Enabling	Within Authority - Existing	Low	Incentivize	
Industry	Federal	<b>The Net-Zero Challenge.</b> Supports industrial emitters to develop and implement plans to transition their facilities to net-zero emissions by 2050.	Enabling	Within Authority - Existing	Low	Incentivize	
Industry	Federal	<b>CCUS Investment Tax Credit (ITC).</b> The refundable ITC will be available to businesses incurring eligible CCUS capital expenses, to the extent that they permanently store captured CO2 through an eligible use.	Enabling	Within Authority - Existing	Low	Incentivize	
Industry	Federal	<b>Output-Based Pricing System (OBPS).</b> A performance-based emissions trading system for industrial facilities that emit 50,000 tonnes of CO2 equivalent or more per year.	Core	Within Authority - Existing	Medium	Regulate	

Industry	Provincial	<b>B.C. Output-Based Pricing System.</b> Instead of paying the tax on fuels, industrial emitters pay a carbon price on the portion of their emissions that are above a limit, which will be determined based on a product-specific performance standard. B.C. OBPS is mandatory for facilities that emit over 10,000 tCO2e per year.	Core	Within Authority - Existing	Medium	Regulate
Industry	Provincial	<b>Methane Emissions Regulations.</b> Proposes a 75% reduction in methane emissions from the oil and gas sector below 2014 levels by 2030 and near-zero methane emissions by 2035.	Core	Within Authority - Planned	Medium	Regulate
Industry	Provincial	<b>Net-Zero New Industry Policy.</b> New large industrial development will be required to submit plans to achieve net-zero emissions by 2050 and show how they align with interim 2030 and 2040 targets.	Core	Within Authority - Existing	Medium	Regulate
Industry	Provincial	<b>CleanBC Industry Fund.</b> Supports the development, trial and deployment of projects that reduce greenhouse gas (GHG) emissions from large industrial operations in B.C.	Enabling	Within Authority - Existing	Low	Incentivize
Industry	Provincial	<b>CleanBC Industrial Incentive Program.</b> Reduces carbon tax costs for facilities that can demonstrate their operations are among the lowest emitting for their sector compared to world-leading greenhouse gas emissions benchmarks.	Enabling	Within Authority - Existing	Low	Incentivize
Industry	Provincial	<b>Emission Standards.</b> Develop emissions standards for industrial facilities or processes.	Core	Stretch/Innovative	Medium	Regulate
Industry	Provincial	<b>Carbon Tariffs.</b> Establish carbon tariffs or carbon border tax adjustments for certain imported products used by industry and end-consumers.	Enabling	Stretch/Innovative	Medium	Regulate
Industry	Provincial	<b>Guidance on Low-Carbon Industrial Procurement.</b> Develop guidance on procurement to prioritize low-carbon industrial equipment and products. The guidance could outline available certifications, best practices, circular economy considerations, and emission disclosure requirements.	Enabling	Stretch/Innovative	Low	Educate
Industry	Regional	<b>Carbon Capture.</b> Explore potential opportunities for carbon capture at industrial facilities in the region, including pilot projects and uses of captured carbon dioxide.	Core	Stretch/Innovative	Low	Coordinate    Would require large single sources where carbon is released.
Industry	Local	<b>Regenerative DPA for Industrial Areas.</b> Establish a DPA for regenerative development to transform industrial areas, including guidelines for sustainability.	Core	Stretch/Innovative	Low	Regulate    Suggested by Task Force/IMWG

< Click to Expand/Collapse

Transportation							Sector GHG Emissions = 930,656 tCO2e (50% of Total GHG Emissions)	
On-Road Transportation								
On-Road Transportation	Federal	<b>Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations.</b> Establishes progressively more stringent GHG emission standards for new on-road light-duty vehicles manufactured, or imported into Canada for the purpose of sale.	Core	Within Authority - Existing	High	Regulate		
On-Road Transportation	Federal	<b>Heavy-Duty On-Road Vehicle Emissions Regulations.</b> Amendments to ensure post-2025 regulations are aligned with most stringent standards in North America	Core	Within Authority - Planned	Medium	Regulate		
On-Road Transportation	Federal	<b>LDV ZEV Sales Target.</b> The government is developing a light-duty ZEV sales mandate for new vehicle purchases, which will set annually increasing requirements towards achieving 100% ZEV sales by 2035, including interim targets of at least 20% by 2026 and at least 60% by 2030.	Core	Within Authority - Planned	High	Regulate		
On-Road Transportation	Federal	<b>Clean Fuel Regulations.</b> Require liquid fossil fuel (gasoline and diesel) suppliers to gradually reduce the carbon intensity from the fuels they produce and sell for use in Canada over time, leading to a decrease of approximately 15% (below 2016 levels) in the carbon intensity of gasoline and diesel used in Canada by 2030.	Core	Within Authority - Existing	High	Regulate		
On-Road Transportation	Federal	<b>Incentives for Zero Emission Vehicles (iZEV).</b> Incentives up to \$5,000 for Canadians and Canadian businesses purchasing/leasing eligible zero-emission vehicles.	Enabling	Within Authority - Existing	Low	Incentivize		
On-Road Transportation	Federal	<b>Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV).</b> Incentives up to \$200,000 for Canadian businesses and organizations purchasing/leasing eligible zero-emission vehicles.	Enabling	Within Authority - Existing	Low	Incentivize		
On-Road Transportation	Federal	<b>Zero-Emissions Trucking Program (ZETP).</b> The ZETP was allocated \$75.8 million over five years, starting in 2022-23, to implement the various program activities including workshops and research.	Enabling	Within Authority - Existing	Low	Educate		
On-Road Transportation	Federal	<b>Zero Emission Vehicle Infrastructure Program (ZEVIP).</b> provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada.	Enabling	Within Authority - Existing	Low	Incentivize		
On-Road Transportation	Provincial	<b>LDV ZEV Sales Targets.</b> By 2026 ZEV sales will account for 26% of all new light-duty vehicle sales in B.C., rising to 90% by 2030, and 100% by 2035.	Core	Within Authority - Existing	High	Regulate		
On-Road Transportation	Provincial	<b>M/HDV ZEV Sales Targets.</b> New ZEV targets for medium- and heavy-duty vehicles to be developed in alignment with California.	Core	Within Authority - Planned	Medium	Regulate		
On-Road Transportation	Provincial	<b>CleanBC Go Electric Rebate Program.</b> Income-qualified individuals leasing or buying a new electric vehicle in B.C. are eligible for up to \$4,000 in rebates.	Enabling	Within Authority - Existing	Low	Incentivize		
On-Road Transportation	Provincial	<b>Emotive Program.</b> Raises public awareness of ZEVs in B.C. by partnering with communities and local organizations.	Enabling	Within Authority - Existing	Low	Educate		
On-Road Transportation	Provincial	<b>“Right to Charge” Legislation.</b> Provide residents at multi-unit dwellings (and other properties) with the right to install a charging station for the individual's use provided that certain conditions are met.	Enabling	Within Authority - Planned	Low	Regulate		
On-Road Transportation	Provincial	<b>Low Carbon Fuel Standard.</b> Requires fuel suppliers to reduce the average carbon intensity of their fuels annually to achieve a 30% reduction by 2030.	Core	Within Authority - Existing	High	Regulate		



On-Road Transportation	Provincial	<b>Charger Rebates.</b> B.C.'s EV charger rebate program provides funding towards the purchase and installation of eligible charger models. There are 'Home', 'Apartment, condo and townhouse complex, and 'Workplace' rebates.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Regional	<b>Corporate Fleet Electrification.</b> Develop EV adoption, right-sizing plan, and infrastructure plan for the corporate fleet	Core	<b>Within Authority - Planned</b>	Low	Corporate    Low regionally, high for corporate GHG targets.
On-Road Transportation	Regional	<b>EV Infrastructure.</b> Implement the Roadmap to coordinate funding applications and deployment, support planning, and coordination on charger site selection, engage with BC Hydro on infrastructure planning, track and share usage at existing sites to monitor performance and inform planning	Enabling	<b>Within Authority - Existing</b>	Medium	Coordinate    Also includes infrastructure investments.
On-Road Transportation	Regional	<b>Education Programs Focused on Zero-Emission Mobility.</b> Develop, deliver and support new regional education programs focused on active, public and zero-emission transportation, including electric vehicles and e-bikes	Enabling	<b>Within Authority - Existing</b>	Low	Educate
On-Road Transportation	Regional	<b>Bulk Buying Electric Vehicles.</b> Coordinate the bulk buy of EV fleet vehicles regionally to reduce costs, especially trucks, vans, speciality vehicles (fire, dump trucks, etc.).	Enabling	<b>Within Authority - Explore</b>	Low	Coordinate    Suggested by IMWG
On-Road Transportation	Regional	<b>Distance (VKT)-Based Charging.</b> Conduct research and advocate for ICBC to consider distance-based charging, where costs associated with vehicle usage, such as road infrastructure use and insurance premiums, are based on VKT.	Enabling	<b>Stretch/Innovative</b>	Medium	Advocate
On-Road Transportation	Regional	<b>Explore Opportunities for the Applications of Renewable Fuels.</b> Explore opportunities for both use renewable fuels access locally as an option for heavy-duty transport in terms of readiness levels, cost, and GHG emissions reductions.	Enabling	<b>Stretch/Innovative</b>	Low	Coordinate    Suggested by IMWG
On-Road Transportation	Regional	<b>Passenger and Freight Movement.</b> Explore the opportunities to enhance passenger and freight services to provide a lower-carbon alternative and meet transportation needs. Frequent electrified rail service and light rail transit (LRT) could be examined further as longer term options. However, lead times for both rail and LRT are likely too long to have any impact on the 2038 targets.	Core	<b>Stretch/Innovative</b>	Medium	Advocate    CRD also could have a coordination role to contribute to research, analysis, buusiness case development and planning. Note: medium GHG ranking pertains to future emissions savings beyond 2038.
On-Road Transportation	Regional	<b>Anti-Idling Bylaw.</b> Applies to all vehicle types and prohibits vehicle idling beyond a specified time threshold, with a prevalent limit set at three continuous minutes.	Enabling	<b>Within Authority - Existing</b>	Low	Regulate
On-Road Transportation	Local	<b>Electric Vehicle Charging in New Buildings.</b> Adopt bylaws to require EV charging infrastructure in new developments, with specific requirements tailored to different building classes.	Enabling	<b>Within Authority</b>	Low	Regulate
On-Road Transportation	Local	<b>Parking Restrictions.</b> Encourage active transportation through parking restriction options, including replacing parking minimums with maximums, reducing free parking spaces, regulating the size and type of vehicles that can park, require a higher percentage for accessible/disabled for on-street parking, and charge parking fees in parks. Research and advocacy also required before regulation.	Enabling	<b>Stretch/Innovative</b>	Medium	Regulate    Suggested by IMWG;
On-Road Transportation	Local	<b>Congestion Charging and Tolling.</b> Imposes fees for using selected roads during peak hours or in heavily congested areas to motivate people to either shift their travel times or opt for alternative modes of transportation. Consider a congestion management fee for ride-hailing businesses.	Core	<b>Stretch/Innovative</b>	High	Regulate
On-Road Transportation	Local	<b>Low/Zero Emission Zones.</b> Ban the highest-polluting vehicles from entering the targeted high use zone or charges higher-polluting vehicles a fee to enter.	Core	<b>Stretch/Innovative</b>	Medium	Regulate
On-Road Transportation	Local	<b>EV-Ready Street Parking.</b> Make it a requirement to review electricity distribution and capacity for new on-street parking locations, to ensure EV chargers can be installed at the time or in the future.	Enabling	<b>Stretch/Innovative</b>	Low	Regulate
< Click to Expand/Collapse						
<b>Active Transportation and Public Transit</b>						Area
Active Transportation and Public Transit	Federal	<b>Active Transportation Fund.</b> The Fund invests in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges, in addition to supporting active transportation planning activities.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Federal	<b>Zero Emission Transit Fund.</b> This Fund supports public transit and school bus operators plan for electrification, supports the purchase of 5,000 zero-emission buses and build supporting infrastructure.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Federal	<b>Rural Transit Solutions Fund.</b> This Fund supports locally-driven transit solutions for rural and remote communities, with flexibility for different local transit system innovations from fixed routes to on-demand services to ride-shares.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Provincial	<b>Active Transportation Infrastructure and Planning Grants.</b> Offer grants to Indigenous and local governments to share 50 to 80 percent of the cost of their active transportation infrastructure projects. Include funding for design for smaller jurisdictions.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Provincial	<b>BC Transit Electrification.</b> As part of its low carbon fleet program, BC Transit will replace more than 1,200 existing buses and add another 350 over the next 10 years, with the goal of having an entire fleet of electric buses by 2040.	Core	<b>Within Authority - Existing</b>	Medium	Coordinate
Active Transportation and Public Transit	Provincial	<b>RapidBus Transit.</b> MOTI and BC Transit are working with the CRD and member municipalities to introduce RapidBus Routes (Westshore Line underway, McKenzie and Peninsula Lines are planned). Involves the reallocation of dedicated lanes to rapid transit.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate

Active Transportation and Public Transit	Provincial	<b>More Homes Near Transit Hubs.</b> Require municipalities to designate Transit Oriented Development Areas (TOD Areas) near transit hubs. In these designated TOD Areas, municipalities will be required to permit housing developments that meet provincial standards for allowable height and density remove restrictive parking minimums, and allow for parking to be determined by need	Enabling	<b>Within Authority - Planned</b>	Low	Regulate	The new Provincial Housing Policy identifies a significant number of TOD areas within the region.
Active Transportation and Public Transit	Provincial	<b>Electric Bike Rebate Program.</b> Income-qualified rebates for residents of BC when they buy a new electric bike with a minimum purchase price of \$2,000 before taxes. Rebates are based on a person's income and range from \$350 (net income is \$51,131 and over) to \$1,400 (net income less than).	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	Suggested by IMWG
Active Transportation and Public Transit	Regional	<b>Strategic Transportation Plan.</b> Implement Regional Transportation Plan.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	
Active Transportation and Public Transit	Regional	<b>Regional Multimodal Network.</b> Establish a regional transportation authority and funding service to facilitate improvements to the Regional Multimodal Network.	Core	<b>Stretch/Innovative</b>	Medium	Coordinate	
Active Transportation and Public Transit	Regional	<b>Infrastructure Improvements.</b> Increase capacity on existing regional trails through widening, mode separation and lighting.	Enabling	<b>Within Authority - Existing</b>	Low	Corporate	
Active Transportation and Public Transit	Regional	<b>Advocate for Additional Funding.</b> Advocate to the provincial government and the Government of Canada to expand stable and consistent funding, potentially considering population-based funding, to enable a Regional Multimodal Network action.	Enabling	<b>Within Authority</b>	Medium	Advocate	
Active Transportation and Public Transit	Regional	<b>Support RapidBus Transit Expansion.</b> Support Local Governments as they work with MOTI and BC Transit to identify opportunities for the expansion of the RapidBus Network. Opportunity to fasttrack this in line with 2038 targets.	Enabling	<b>Within Authority - Planned</b>	Low	Coordinate	
Active Transportation and Public Transit	Regional	<b>E-Bike/Bus Compatibility.</b> Work with BC Transit on safely transport E-bikes on transit buses.	Enabling	<b>Within Authority - Existing</b>	Low	Advocate	Suggested by IMWG
Active Transportation and Public Transit	Regional	<b>Education and Training Campaigns.</b> Develop an education campaign to dispel myths about sustainable transportation options. Provide transit training for seniors, recent immigrants, and other marginalized communities.	Enabling	<b>Within Authority</b>	Low	Educate	
Active Transportation and Public Transit	Local	<b>Car Sharing.</b> Encourage expansion and use of car sharing, including addressing barriers to car sharing in stratas.	Enabling	<b>Within Authority</b>	Low	Coordinate	
Active Transportation and Public Transit	Local	<b>Pedestrian-Only Zones.</b> Reserve certain areas for pedestrian- and alternative mode-only use.	Enabling	<b>Within Authority</b>	Low	Regulate	
Active Transportation and Public Transit	Local	<b>Road Allocations.</b> Reallocate roadway space for active transit throughout the municipality. Consider the use of separated lanes for electric and non-electric options.	Enabling	<b>Within Authority - Explore</b>	Low	Regulate	
Active Transportation and Public Transit	Local	<b>Land-Use Plans.</b> Continue to amend community land use plans to encourage more integrated, complete and compact neighbourhoods that are walkable. Will have long term GHG impacts, low in the shorter term.	Enabling	<b>Within Authority</b>	Low	Regulate	
< Click to Expand/Collapse							
Other Transportation							
Other Transportation	Federal	<b>Off-Road Zero Emissions Equipment Regulations.</b> Introduces zero emission standard requirements for equipment 19kW and under. These requirements would be phased in over a period of time, aiming to have all prescribed new equipment with zero emissions by 2028.	Core	<b>Within Authority - Planned</b>	Low	Regulate	For our region..
Other Transportation	Federal	<b>Aviation Fuels.</b> Canada's Aviation Climate Action Plan (2022-2030) aims to have 10 percent of all aviation fuel used come from sustainable sources by 2030.	Core	<b>Within Authority - Existing</b>	Low	Regulate	For our region, higher impact nationally.
Other Transportation	Provincial	<b>Ferry Electrification.</b> CleanBC commits to fully electrifying B.C.'s inland ferry fleet by 2040.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
< Click to Expand/Collapse							
WasteSector GHG Emissions = 50,275 tCO2e (3% of Total GHG Emissions)							
Waste	Federal	<b>Landfill Methane Regulations.</b> Regulate landfills to take action to reduce methane emissions, maximize methane recovery, and encourage the utilization of recovered methane to produce low-carbon fuels and energy.	Core	<b>Within Authority - Planned</b>	Medium	Regulate	
Waste	Provincial	<b>Landfill Gas Management Regulation.</b> Requires municipal solid waste landfills (>1000 tonnes methane/year) to install approved landfill gas capture systems with a capture rate target of 75%. An effective environmental monitoring program should be in place to ensure that landfills meet the performance criteria outlined in the Landfill Criteria.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
Waste	Provincial	<b>Recycling Regulation.</b> Requires all producers of designated products to submit an extended producer responsibility (EPR) plan or meet EPR program requirements.	Enabling	<b>Within Authority - Existing</b>	Low	Regulate	
Waste	Regional	<b>Hartland Renewable Natural Gas Initiative.</b> Upgrade the biogas generated at Hartland Landfill to Renewable Natural Gas (RNG), sell it to FortisBC, and inject it into the region's local gas system.	Core	<b>Within Authority - Existing</b>	Low	Corporate	CRD already has an agreement with Fortis BC, who will buy the RNG, that the environmental attributes stay in the region should their municipal/public sector customers request/purchase it.
Waste	Regional	<b>Optimize Landfill Gas Management.</b> The provincial capture target rate is 75% and CRD is currently achieving 80 % at the Hartland Landfill Site. Continue to optimize to achieve the highest rates possible.	Core	<b>Within Authority - Existing</b>	Medium	Corporate	
Waste	Regional	<b>Methane Generation Modelling.</b> Explore how waste reduction achieved through the SWMP impacts methane generation. Modelling is complex as materials have different methane emission profiles.	Enabling	<b>Within Authority - Explore</b>	Low	Educate	
Waste	Regional	<b>Fugitive Emissions Monitoring.</b> Continue to actively monitor the landfill's fugitive emissions and undertake operational adjustments to reduce them. Includes drone hot spot monitoring.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	





**REPORT TO ENVIRONMENTAL SERVICES COMMITTEE  
MEETING OF WEDNESDAY, JANUARY 17, 2024**

---

**SUBJECT**     **Boats Management Options in Regional Waters for Local Governments**

**ISSUE SUMMARY**

The unregulated placement of private mooring buoys and proliferation of long-term moored boats, along with an increase in derelict, abandoned and wrecked boats in many bays and harbours throughout the region, has become problematic for several municipalities.

**BACKGROUND**

Determining options to reduce or eliminate issues associated with a proliferation of boats and unregulated placement of private mooring buoys is a key priority of the partners in the Saanich Peninsula Harbours Environmental Action service. That service was established in 2021 through the Saanich Peninsula Wastewater Commission, with direction to address various environmental issues, and specifically the presence and concerns around boats moored in the near shore waters around the Saanich Peninsula. The issue has implications across the region and staff were encouraged to bring the issue to the Environmental Services Committee for a broader discussion.

The Saanich Peninsula Harbours and Waterways Initiative working group determined that the proliferation of long-term moored boats (Appendix A), and the corresponding increase in derelict, abandoned and wrecked boats in Brentwood Bay and Tsehum Harbour, are a direct result of the unregulated placement of Private Mooring Buoys (PMBs). An understanding of the complex and multi-jurisdictional regulatory framework around abandoned and derelict boats and PMBs, the enforcement constraints of the provincial and federal agencies, and an unwillingness of the Province to regulate placement of private mooring buoys on provincially-controlled seabeds was gained through discussions with government and agency stakeholders in late 2021 and throughout 2022. As a result, the partners decided to focus on options that were fully within the control of local governments rather than continuing to advocate for solutions from federal and provincial jurisdictions largely responsible for the existing regulatory framework around PMBs, derelict, abandoned and wrecked boats.

Through zoning, land use and structure bylaws, local governments can better manage boat-related use of lands within their metes and bounds by regulating the placement and number of PMBs, regulating the structures associated with the PMBs and regulating uses (i.e., live-aboard, boat storage). Doing so would reduce the need for local governments to respond to incidents of derelict, abandoned and wrecked boats and could address many of the environmental, safety and neighbourhood concerns expressed by the impacted communities. Three options (Appendix B) are recommended for consideration:

1. Prohibit Private Mooring Buoys through Zoning and Land Use bylaws.
2. Regulate allowable harbour uses, the number of and placement of Private Mooring Buoys and allowable structures through Zoning, Land Use and Structure bylaws.
3. Allow Private Mooring Buoys and charge a fee through Licence of Occupation.

Staff have led significant stakeholder discussions in an effort to establish roles and responsibilities and current policy positions by the respective agencies and governments. Similar issues with a



proliferation of boats and PMBs exist in other regional harbours such as Sooke Basin, Cadboro Bay, Oak Bay and multiple bays and harbours on Salt Spring Island and the Southern Gulf Islands. It is recognized that action to resolve ongoing boat issues within the Saanich Peninsula municipalities could transfer or increase boat issues for local governments in other harbours. A regional conversation is needed to:

- discuss the proposed options to determine if a coordinated strategy is needed;
- determine appropriate locations to address the apparent need for long-term boat storage; and
- identify opportunities for regional advocacy to provincial and federal governments to assist local government in providing resolution to ongoing boat issues in the region.

## **ALTERNATIVES**

### *Alternative 1*

The Environmental Services Committee recommends to the Capital Regional District Board: That staff host a regional workshop regarding boats management options for local governments.

### *Alternative 2*

The Environmental Services Committee recommends to the Capital Regional District Board: That this report be received for information and provided to affected local governments.

## **IMPLICATIONS**

### *Environmental & Climate Action*

The proliferation of long-term moored boats and unregulated placement of PMBs in many bays and harbours in the region has become problematic, resulting in issues such as pollution from wastewater and garbage, increase in dilapidated boats that break apart or become submerged during winter storms, increase in police and fire resources to respond to boat-related incidents and concerns, increase in the number of boats being parked for long periods of time and the unregulated placement of private mooring buoys, often in environmentally significant areas.

Environmental and community concerns include impacts to eelgrass beds and marine bird habitat, shoreline impacts due to lack of facilities and amenities to service this use of public lands, as well as an infringement upon public uses of large parts of the harbours due to the sheer number of moored boats and PMBs.

### *Financial Implications*

Some local governments have spent considerable resources dealing with dilapidated boats that have impacted their shorelines or dealing with significant community concerns associated with large numbers of moored boats and PMBs within their metes and bounds. Navigating the lengthy and complex jurisdictional framework and trying to collaborate with the multiple federal and provincial agencies involved in responding to abandoned, derelict and wrecked boats can require significant staff resources and can be frustrating.

For some options, there may be a higher initial enforcement cost (i.e., to move PMBs out) but significantly lower long-term staffing requirements, whereas municipalities wishing to regulate and manage PMBs and the long-term moorage of boats may have increased long-term financial implications.

Potential cost implications and regional collaboration to provide efficient and effective local government roles and responsibilities can be discussed through a regional workshop. Costs for the workshop could be covered by the current Core Area and Saanich Peninsula harbour services.

#### *Intergovernmental Implications*

The proliferation of long-term moored boats and the increase in derelict boats requiring a municipal response in bays and harbours throughout the region is a direct result of the unregulated placement of PMBs.

Unlike the need to provide temporary anchorage for a reasonable time, Transport Canada staff confirmed local governments can prohibit the placement of PMBs within their metes and bounds. Transport Canada is largely responsible for regulation and enforcement of PMBs but only as it relates to placement with respect to navigation channels or other PMBs, and to the buoy colouration, marking and anchor system requirements. The Province has chosen not to regulate the placement of PMBs on provincial seabeds, despite their ability to do so. Therefore, local governments may want to consider using their authority through zoning, land use and structure bylaws to either prohibit PMBs or regulate their number and placement.

Implementation of the any new policy may have impacts on neighbouring jurisdictions.

### **CONCLUSION**

The proliferation of long-term moored boats and the corresponding increase in abandoned derelict or wrecked boats are a direct result of the unregulated placement of private mooring buoys (PMBs). Dealing with derelict, abandoned and wrecked boats requires complex jurisdictional oversight and significant municipal resources. Local governments can control the presence or absence of PMBs within their metes and bounds and need to consider their next steps. A regionally-coordinated approach is also needed to avoid moving the problem around the region.

### **RECOMMENDATION**

The Environmental Services Committee recommends to the Capital Regional District Board:  
That staff host a regional workshop regarding boats management options for local governments.

Submitted by:	Glenn Harris, Ph.D., R.P.Bio., Senior Manager, Environmental Protection
Concurrence:	Larisa Hutcheson, P. Eng., General Manager, Parks & Environmental Services
Concurrence:	Ted Robbins, B. Sc., C. Tech., Chief Administrative Officer

### **ATTACHMENTS**

Appendix A: 2021 Inventory of Boats and Private Mooring Buoys in Tsehum Harbour and Brentwood Bay  
Appendix B: Private Mooring Buoys – Regulation Options

## 2021 INVENTORY OF BOATS AND PRIVATE MOORING BUOYS IN TSEHUM HARBOUR AND BRENTWOOD BAY

January 2024

A 2021 inventory of boats and private mooring buoys (PMBs) in both harbours was conducted using the 2021 high-resolution ortho photos. GPS locations of all PMBs and boats were obtained. Further work is required to obtain additional information about the PMBs (ownership, colour) and the boats (hull number, identifying features). The summary results of the inventory are provided below.

**Table 1: Number of private mooring buoys in each harbour area (July 2021)**

PMB Colour	Tsehum Harbour	Brentwood Bay	Todd Inlet
Red PMB	44	58	1
White PMB	64	40	10
Not Visible	5	12	18
Total	113	110	29

**Table 2: Number of boats by type in each harbour area (July 2021)**

Boat Type	Tsehum Harbour	Brentwood Bay	Todd Inlet
Sailboat	68	58	6
Motorboat	15	27	17
Catamaran	2	1	0
Float (structure)	7	13	1
Other	3	1	0
Total	95	100	24

### Private Mooring Buoys Violations

The 2021 inventory revealed multiple violations of the PMB regulation and the Minor Works Order, which were reported to Transport Canada. The regulations allow for only one vessel to be attached to a PMB; however, there were 22 PMBs that had more than one vessel (Table 3). The regulations limit the maximum size of boat allowable on a PMB to twelve metres in length. However, there were 37 boats that were greater than 12 m (largest was 17.4 m) attached to PMBs in these harbours; 10 of these large boats were also attached to a PMB with multiple other boats.

**Table 3: Occasions of >1 vessel on PMB**

# Boats/ PMB	Tsehum Harbour	Brentwood Bay
2 boats	7	5
3 boats	1	3
4-5 boats	1	3
9 boats		1
Boats > 12m length	19	18

Further violations included several PMBs and boats located within the defined navigation channels (Figures 1 and 2).

Appendix A  
2021 Inventory of Boats & Private Mooring Buoys in Tsehum Harbour & Brentwood Bay 2

Figure 1: Ortho image of boats and private mooring buoys (red dots) in Tsehum Harbour including placement in navigation channels

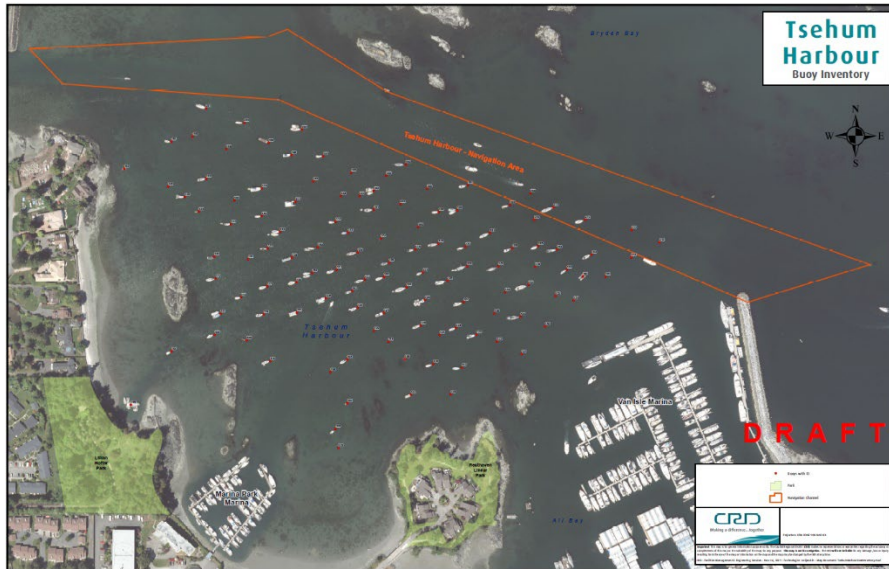
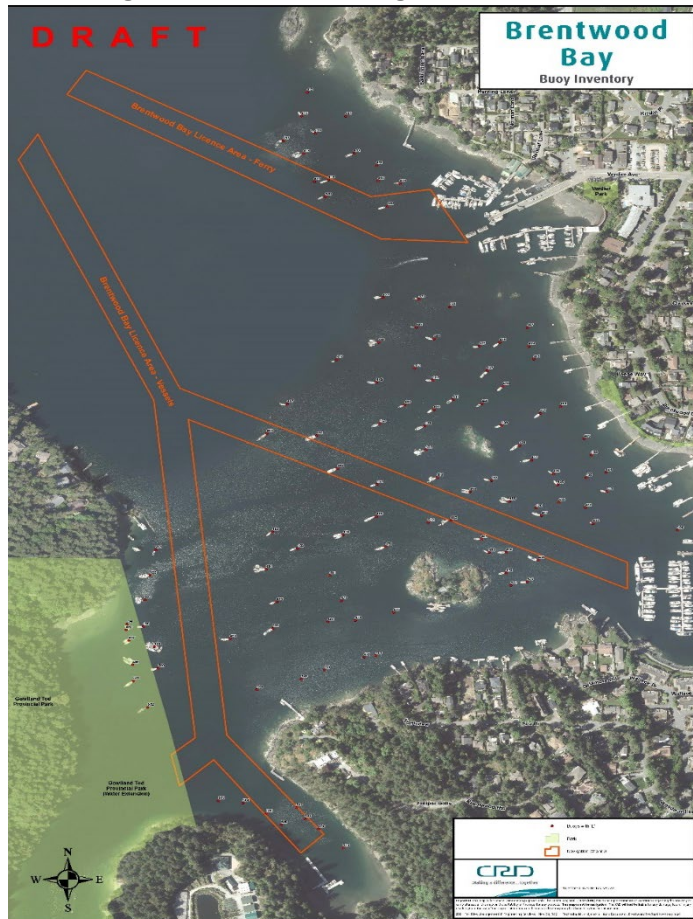


Figure 2: Ortho image of boats and private mooring buoys (red dots) in Brentwood Bay including placement in navigation channels





## PRIVATE MOORING BUOYS – REGULATION OPTIONS

January 2024

	<b>OPTION 1</b> <b>Prohibit Private Mooring Buoys through Zoning, Land Use and Structure Bylaws</b>	<b>OPTION 2</b> <b>Regulate Private Mooring Buoys through Zoning, Land Use and Structure Bylaws</b>	<b>OPTION 3</b> <b>Enter into a Licence of Occupation with the Province to Regulate Private Mooring Buoys and Recover Fees</b>
<b>Summary Description</b>	<ul style="list-style-type: none"> <li>Through zoning and land use bylaws, local government prohibits the placement of Private Mooring Buoys (PMBs) within their metes and bounds.</li> </ul>	<ul style="list-style-type: none"> <li>Regulate the number of and/or location of PMBs through land use and structure bylaws.</li> <li>Regulate allowable structures on the PMBs through Land Use and Structures bylaw.</li> <li>No moorage fees are recovered by local government.</li> </ul>	<ul style="list-style-type: none"> <li>Local government enters into crown land tenure through a Licence of Occupation, with an approved management plan, that defines the maximum number of moorages within the tenure area and terms of use for the moorages.</li> <li>To charge mooring fees and recover costs, a local government would need to enter into a Licence of Occupation with the Province.</li> </ul>
<b>Local Government Role</b>	<ul style="list-style-type: none"> <li>Develop or amend land use and structure bylaws to prohibit the placement of PMBs.</li> <li>Enforcement of bylaws (this could include the removal/relocation of buoys).</li> </ul>	<ul style="list-style-type: none"> <li>Determine appropriate number and locations for PMBs and long-term storage of boats.</li> <li>Develop or amend land use and structure bylaws to regulate the placement and number of PMBs.</li> <li>Provision of shore services and amenities (i.e., location for row boats/garbage/sewage discharge).</li> <li>Enforcement of bylaws.</li> </ul>	<ul style="list-style-type: none"> <li>Develop a management plan for each harbour area.</li> <li>Negotiate Licence of Occupation with the Province.</li> <li>Develop or amend land use and structure bylaws to regulate the placement and number of PMBs.</li> <li>Set up a registration and payment system.</li> <li>Provision of shore services and amenities (i.e., location for row boats/garbage/sewage discharge).</li> <li>Enforcement of bylaws.</li> </ul>

	OPTION 1 Prohibit Private Mooring Buoys through Zoning, Land Use and Structure Bylaws	OPTION 2 Regulate Private Mooring Buoys through Zoning, Land Use and Structure Bylaws	OPTION 3 Enter into a Licence of Occupation with the Province to Regulate Private Mooring Buoys and Recover Fees
<b>Financial Implications</b>	<ul style="list-style-type: none"> <li>Enforcement of bylaws.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of shoreline amenities (garbage, access for small boat tie up area, sewage pump out facility).</li> <li>Enforcement of bylaws.</li> </ul>	<ul style="list-style-type: none"> <li>Signage at wharf/access point.</li> <li>Provision of shoreline amenities (garbage, access and small boat tie-up area, sewage pump out facility).</li> <li>Moorage buoy placement and maintenance.</li> <li>Administration of moorage fees.</li> <li>Enforcement of bylaws.</li> </ul>
<b>Environmental Implications</b>	<ul style="list-style-type: none"> <li>Reduce or eliminate issues with derelict, abandoned and wrecked boats.</li> <li>Eliminate depending on senior levels of government to better regulate PMBs and problem boats.</li> </ul>	<ul style="list-style-type: none"> <li>Due to the ability to regulate structures, local government would be able to set conditions on the types of structures attached to PMBs, which could significantly alleviate issues with derelict, abandoned and wrecked boats.</li> <li>Through land use bylaws, local government could determine where they would accommodate PMBs and they could also determine if/where liveaboards would be accommodated.</li> <li>Local government could implement a permit requirement to easily control placement of PMBs and regulate appropriate uses. Permit conditions could include meeting new federal boat registration and licencing requirements, set time limits on boat moorage, among many other things, and could be revoked if not adhered to.</li> </ul>	<ul style="list-style-type: none"> <li>Due to the ability to regulate structures, local government would be able to set conditions on the types of structures attached to PMBs, which could significantly alleviate issues with derelict, abandoned and wrecked boats.</li> <li>Through land use bylaws, local government could determine where they would accommodate PMBs and they could also determine if/where liveaboards would be accommodated.</li> <li>Local government could implement a permit requirement to easily control placement of PMBs and regulate appropriate uses. Permit conditions could include meeting new federal boat registration and licencing requirements, set time limits on boat moorage, among many other things and could be revoked if not adhered to.</li> </ul>

	<b>OPTION 1 Prohibit Private Mooring Buoys through Zoning, Land Use and Structure Bylaws</b>	<b>OPTION 2 Regulate Private Mooring Buoys through Zoning, Land Use and Structure Bylaws</b>	<b>OPTION 3 Enter into a Licence of Occupation with the Province to Regulate Private Mooring Buoys and Recover Fees</b>
<b>Intergovernmental Implications</b>	<ul style="list-style-type: none"> <li>• Likely that a number of boats will try to move into other harbours and bays, which could exacerbate/create boat issues for other local governments.</li> <li>• Need for regional discussions to address the need for long-term boat mooring (storage) with appropriate shore facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Less impact on other local governments and other harbours and bays.</li> </ul>	<ul style="list-style-type: none"> <li>• Less impact on other local governments and other harbours and bays.</li> </ul>
<b>Legal Implications</b>	<ul style="list-style-type: none"> <li>• Legal review to determine implications if a bylaw is put into place after PMBs have been in place for some time.</li> </ul>	<ul style="list-style-type: none"> <li>• Legal review to determine implications if a bylaw is put into place after PMBs have been in place for some time.</li> </ul>	<ul style="list-style-type: none"> <li>• Legal review to determine potential environmental liability to Local Government from Province, as a result of clauses in the Licence of Occupation template.</li> </ul>
<b>Enforcement Implications</b>	<ul style="list-style-type: none"> <li>• Initial enforcement requirements may be high in areas where current bylaws prohibit PMBs but that have not been enforced.</li> <li>• Similarly, enforcement could be high.</li> <li>• Once this is complete, long-term and ongoing enforcement would be minimal.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing enforcement of zoning, land use and structure bylaws.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing enforcement of zoning, land use and structure bylaws.</li> </ul>

**Capital Regional District**  
**Meeting Minutes**  
**Climate Action Inter-Municipal Task Force (IMTF)**

---

Friday, December 1, 2023

9:30 AM

Room 488/MS Teams  
625 Fisgard St.  
Victoria, BC V8W 1R7

---

**Present:**

Councillor D. Grove (Colwood), Councillor M. Gardiner (Victoria), Councillor D. Cavens (Esquimalt), Councillor M. Wagner (Langford)

Electronic Participation: Director P. Brent (SGI EA), Councillor S. Gray (Metchosin), Councillor T. St-Pierre (Sooke), Councillor C. Smart (Oak Bay), Councillor S. Duncan (Sidney), Director A. Wickheim (JdF EA)

Staff: N. Elliott (Manager, Climate Action Programs), M. Rowe (Climate Action Program Assistant; Recorder), M. Greeno (Community Energy Specialist), L. Hutcheson (General Manager, Parks & Environmental Services)

Regrets: Mayor P. Jones (North Saanich), Director G. Holman (SSI EA), Councillor S. Riddell (Central Saanich), Councillor A. MacKenzie (View Royal), Councillor S. Duck (Sidney), J. Brownoff (Saanich)

The meeting was called to order at 9:30 am.

**1. Welcome and Introductions**

- A round of introductions was then made by Task Force members and CRD staff.

**2. Territorial Acknowledgement**

- N. Elliott provided a Territorial Acknowledgment.

**3. Approval of Agenda**

- Agenda for the December 1, 2023 Climate Action Inter-Municipal Task Force meeting.

**MOVED by D. Cavens, SECONDED by A. Baird**

**That the Agenda for the December 1, 2023 Climate Action Inter-Municipal Task Force meeting be approved as amended.**

**CARRIED**

**4. Adoption of Minutes**



- Minutes from the March 2, 2023, June 2, 2023, and September 29, 2023 Climate Action Inter-Municipal Task Force meetings

**MOVED by M. Gardiner, SECONDED by D. Cavens**

**That the minutes of the March 2, 2023, June 2, 2023, and September 29, 2023 Climate Action Inter-Municipal Task Force meetings be adopted as circulated.**  
**CARRIED**

## **5. Climate Action Program Updates**

- N. Elliott provided background information and updates for the CRD Climate Action Service, including:
  - Heat vulnerability mapping and dashboard development and updated regional climate projections to be completed in early 2024, BC Hydro/CRD Memorandum of Understanding related to public electric vehicle (EV) chargers and community hub sites, Home Energy Navigator regional building retrofit program one year review, Zero Carbon Step Code policy updates, energy benchmarking, recent Environmental Services Committee and Board meeting motions and discussions.
  - Staff were encouraged to reach out to Councils to provide presentations on the extreme heat vulnerability dashboard in the new year and to provide Home Energy Navigator promotional materials to local building inspection offices.

Actions:

- a) CRD staff to consider how to best share information on new initiatives (i.e., heat vulnerability) directly with Councils.
- b) CRD staff to offer Home Energy Navigator program promotional materials to local government building inspection offices.
- c) CRD staff to share transportation governance meeting outcomes with meeting minutes.
- d) CRD staff to share Sue Big Oil background information with meeting minutes.

## **6. Exercise: GHG Reduction Policy Mapping**

- In response to the CRD Board motion: "Given an increase in CRD emissions, staff to present new innovative and ambitious options and measures to reduce this trend in future years, and achieve our existing 2038 emissions target", CRD staff, in collaboration with Introba, have been mapping out the roles and responsibilities and key policy approaches of various actors (federal government, provincial, CRD, local governments, utilities and others, to achieve GHG reduction targets.
- N. Elliott led an exercise with Task Force members identify other potential innovative policy approaches. Task Force member ideas related to carbon fees on the building and transportation sector, utilizing land use designations, new buildings related policies (embodied carbon, Zero Carbon Step Code, affordability considerations), mode-shift, ALR and forested lands protection and monitoring, existing buildings policies (Property Assessed Clean Energy program, Home Energy Navigator Program), food security, community mobilization and support and education efforts.
- Staff plan to report back to the CRD Environmental Services Committee in early 2024 on both what was heard and recommendations regarding carbon budgeting, as well as this innovative policy planning piece.
- Staff discussed potential approaches to advance efforts coming out of this work. This may

include requesting future budget amendment, utilizing climate reserve funds to fund a one-year term position to support community capacity building and mobilization and policy analysis. Task Force members indicated general support towards this approach.

Action:

- e) CRD staff to provide update to Task Force on forthcoming CRD ESC staff reports, once confirmed.

## 7. Emerging Topics

- Carbon budgets, targets to net zero
  - A. Baird encouraged Task Force members to watch the [EcoCity Webinar: Carbon Budgets, Targets, and Our Progress to Net Zero](#), which Ryan Mackie of the BCIT Centre for Ecocities presented to Climate Caucus on October 25, 2023.
  - Members were also encouraged to tune into the webinar held on December 7, 2023, the recording of which has yet to be released.

Action:

- f) Staff to include the EcoCity webinar recording with the meeting minutes and/or in the CRD Local Government Climate Action e-newsletter.

## 8. Municipal Roundtable – Open Discussion

- Attendees provided brief updates regarding current projects and areas of interest in their respective municipalities and electoral areas. Discussion related to Zero Carbon Step Code policy and council presentations, urban forest policies, strategic priorities and climate plan adoption, increasing staff capacity, public education and engagement, and fleet and equipment electrification.

## 9. Task Force SharePoint Site

- A. Baird has shared a document on [decision-making tools](#).
- Members were asked to contact Megan Rowe, Climate Action Program Assistant at [mrowe@crd.bc.ca](mailto:mrowe@crd.bc.ca) if they had any issues accessing the [collaboration site](#).

Action:

- g) Members to utilize Task Force SharePoint site to share key documents and resources between members.

## 10. Adjournment

- Members agreed that Friday mornings still work best for meetings in the new year.
- Meeting adjourned at 11:35 am.

Action:

- h) CRD staff to send out quarterly meeting invites for 2024.

New Actions	Responsibility	Timeline
CRD staff to consider how to best share information on	Staff	Ongoing

new initiatives (i.e., heat vulnerability) directly with Councils.		
CRD staff to offer Home Energy Navigator program promotional materials to local government building inspection offices.	Staff	Early 2024
Staff to include transportation governance meeting outcomes with meeting minutes.	Staff	ASAP
CRD staff to share Sue Big Oil background information with meeting minutes.	Staff	ASAP
CRD staff to provide update to Task Force on forthcoming CRD Board and ESC staff reports, once confirmed.	Staff	Early 2024
Staff to include the EcoCity webinar recording with the meeting minutes and/or in the Climate Action e-newsletter.	Staff	ASAP
Staff to send out Task Force meeting invites for 2024.	Staff	ASAP
Members to utilize Task Force SharePoint site to share key documents and resources between members.	IMTF	Ongoing
To provide future meeting topic requests to Manager, Climate Action Programs.	IMTF	Ongoing
Members are encouraged to look at the collaborative site for useful resources. If you need assistance accessing the collaborative site, please contact staff.	IMTF	Ongoing

# Capital Regional District

## Meeting Minutes

### Solid Waste Advisory Committee

---

Friday, December 1, 2023

12:30 PM

CRD Boardroom  
625 Fisgard Street  
Victoria, BC V8W 2S6

PRESENT: R. Anderson (EP), F. Baker, C. Blanchard, M. Coburn, J. Collins, B. Desjardins (Chair), S. Gose (EP), M. Kurschner (EP), E. Latta (EP), M. McCullough (EP), D. Monsour, R. Newlove (EP), J. Oakley (EP), R. Pirie, J. Shaw, D. Thran, R. Tooke (Vice-Chair),

STAFF: A. Chambers (Recorder), R. Smith, L. Ferris, K. Masters, A. Panich (EP), W. Dunn

REGRETS: N. Macdonald, C. Remington, J. Rintoul, W. Stevens, S. Young Jr.

EP - Electronic Participation

The meeting was called to order at 12:31 pm.

#### 1. Territorial Acknowledgement

#### 2. Approval of Agenda

Agenda for the December 1, 2023 Solid Waste Advisory Committee meeting.

**MOVED by D. Monsour, SECONDED by J. Shaw**  
**That the agenda be approved as circulated.**  
**CARRIED**

#### 3. Adoption of Minutes

Minutes from the October 6, 2023, Solid Waste Advisory Committee meeting.

**MOVED by D. Monsour, SECONDED by J. Shaw**  
**That the minutes of the October 6, 2023, Solid Waste Advisory Committee meeting**  
**be adopted as circulated.**  
**CARRIED**

#### 4. Chair's Remarks

At the November Board meeting, **Rory Tooke, Julie Oakley and Dennis Thran** were re-appointed to the SWAC, and **Elaine Klimke** was appointed as the *Willis Point representative*, and **Andrew Sibley** (of Tymac) as the *private sector industry collection service provider representative*, all for 3-year terms starting January 2024.

The staff report titled *Hartland Landfill Policy Changes and Adoption of Bylaw Nos 4497 and 4567* went to the November 15 Environmental Services Committee meeting and will go to the December 13 Board meeting for final approval.

Biosolids Thermal Processing Demonstration Plant: proponents have been shortlisted for an Invitational Request for Proposals. The resulting process does have the potential to impact the volume of material being landfilled at Hartland.



## 5. Presentations/Delegations

There were none.

## 6. Committee Business

### a. Staff Report: Capital Regional District Rethink Waste Grant Update

W. Dunn and K. Masters presented to the group. The presentation is attached as Appendix A. A discussion ensued on the following:

- Highlighting the successful rethink projects, including how they progress after the funding.
- The importance of not just environmental groups being able to apply for the rethink waste grant.
- Importance of linking successful projects with future projects – how do you pass on to other projects/communities.
- Staff reporting to committee on the media campaign statistics.

### b. Actual and Projected Monthly Refuse Tonnages at Hartland Landfill (standing item)

The tonnage graphs are posted via this link: <https://www.crd.bc.ca/about/data/hartland-landfill-tonnage>.

## 7. Correspondence

There was no correspondence.

## 8. Other Business

### a. Coast Waste Management Association and Conference

L. Ferris presented to the group. The presentation is attached as Appendix B. It was noted that in-person attendance at the CWMA conference would be beneficial for those that wish to attend future conferences.

## 9. Next Meeting

The next Solid Waste Advisory Committee meeting will be January 2024.

## 10. Closing Comments

Thank you to James Collins and Nikki Macdonald for the service on the committee.

## 11. Adjournment

The meeting was adjourned at 14:07.

**MOVED by D. Monsour, SECONDED by J. Shaw  
That the Solid Waste Advisory Committee be adjourned.  
CARRIED**

# Rethink Waste Grant Program Update

Solid Waste Advisory Committee  
December 1, 2023

# Agenda

1. Background
2. Program Objectives
3. Promotion
4. Project Highlights
5. Summary
6. Looking Ahead







# Background

- 2021 CRD Solid Waste Management Plan
  - Strategy #2 Encourage Waste Prevention
  - Establish a community-based waste reduction grant program
- Launched in 2022, 45 projects funded
- Resulting in \$117,000 funding being invested back into the community





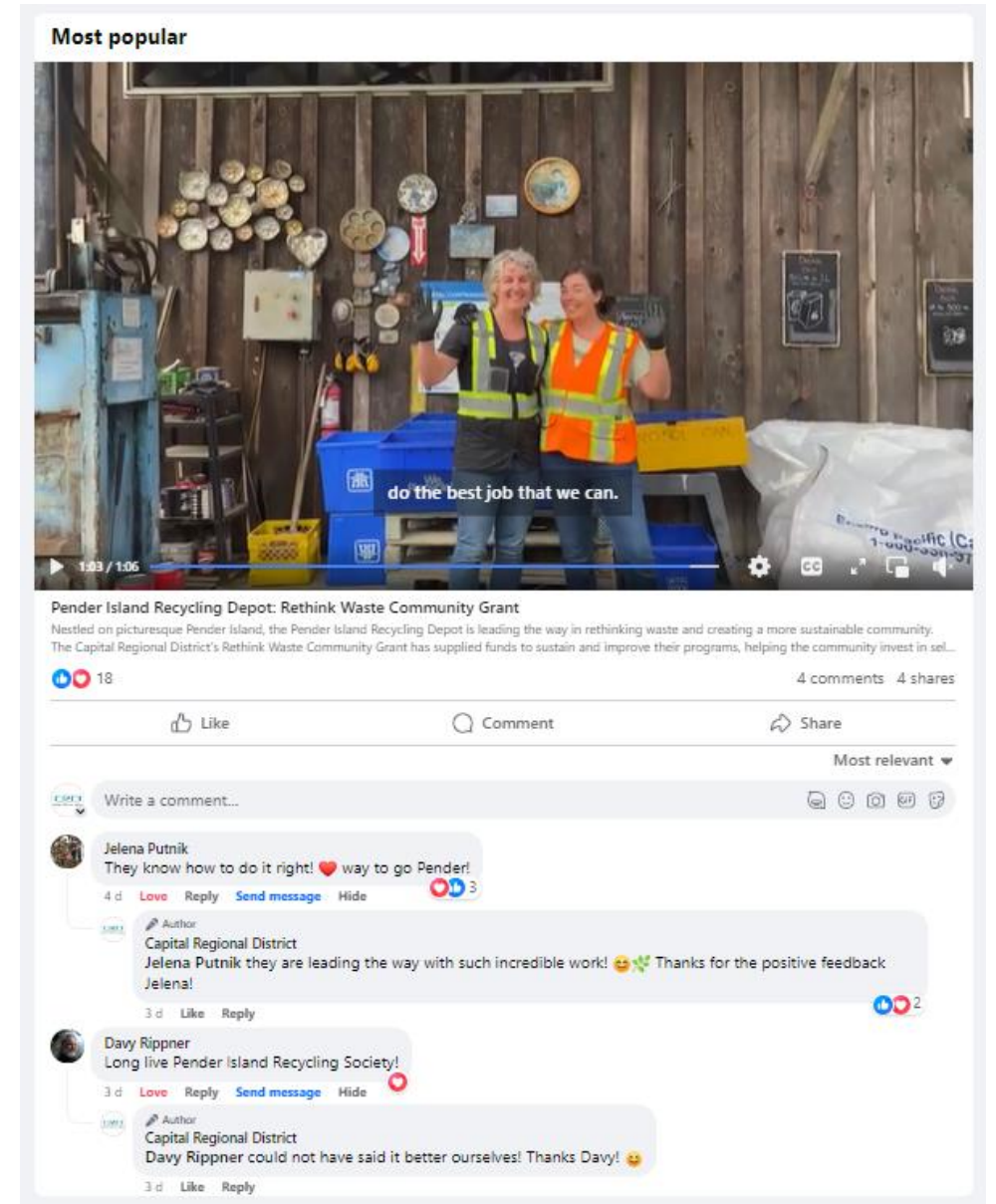
# Program Objectives



- Foster long-term behavioral change through consumer responsibility.
- Increase awareness of reuse and recycling opportunities and access to services.
- Educate on importance of source separation and its impact on highest next use of materials.
- Advance the life cycle of materials towards a circular economy.
- Establish or expand local services for managing unwanted items.

# Promotion

- 2022 - Website, media release, social media
- 2023 - Pilot the creation of videos and social media promotion
- 2024 – Develop promotion strategy



# Pender Island Depot

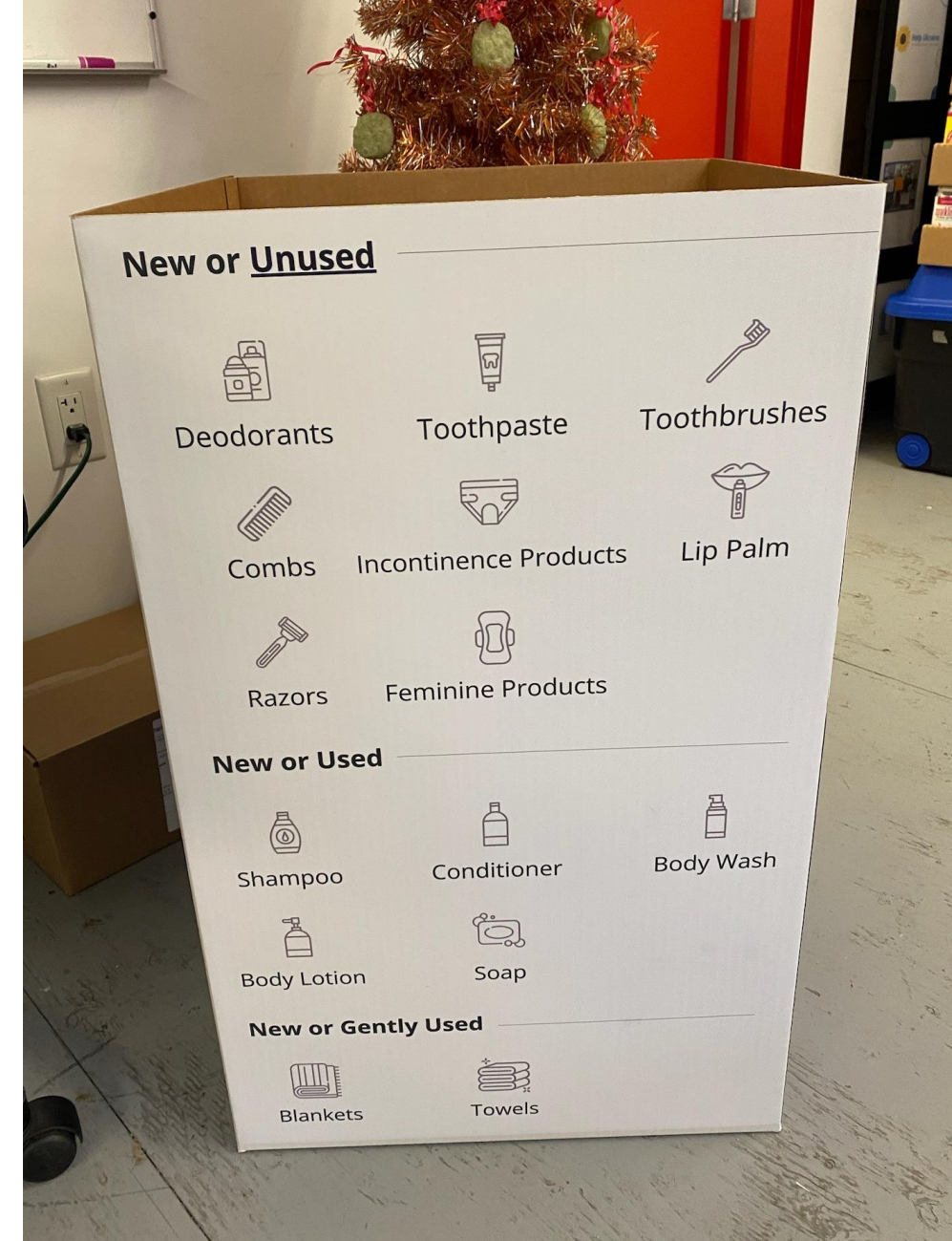
- Pender Island Recycling Society is a not-for-profit organization, founded in 1989
- Four projects funded:
  - Dish Loan Program
  - Recycle Bike Shop
  - Non-Program Plastic Recycling Initiative
  - Fall Fair Zero Waste Initiative
- Link to [video](#)





# Soap for Hope Canada

- Founded in 2020, collect and repurpose hotel hygiene products, linens, and lost and found
- Three projects funded:
  - Repurpose with a Community Purpose
  - Redirecting Products from single-family and multi-family homes
  - Reuse (and lend) Eventware
- Link to [video](#)





# ReWood Volunteer Group

- Founded in 2022 dedicated to reducing the disposal of good wood
- Three projects funded:
  - Turning Teardowns into Community Gardens & Urban Farms
  - Reuse Rebuild Renew
  - Expanding Lumber Storage and Management Capacity
- Link to [video](#)



# ReBounce Victoria

- Individual applicant wanting to keep end-of-life, non-recyclable sports equipment out of the landfill
  - Original program founded in 2020 on the lower mainland
  - In partnership with local recreation centres and sports clubs
- Reuse/Redistribution where possible



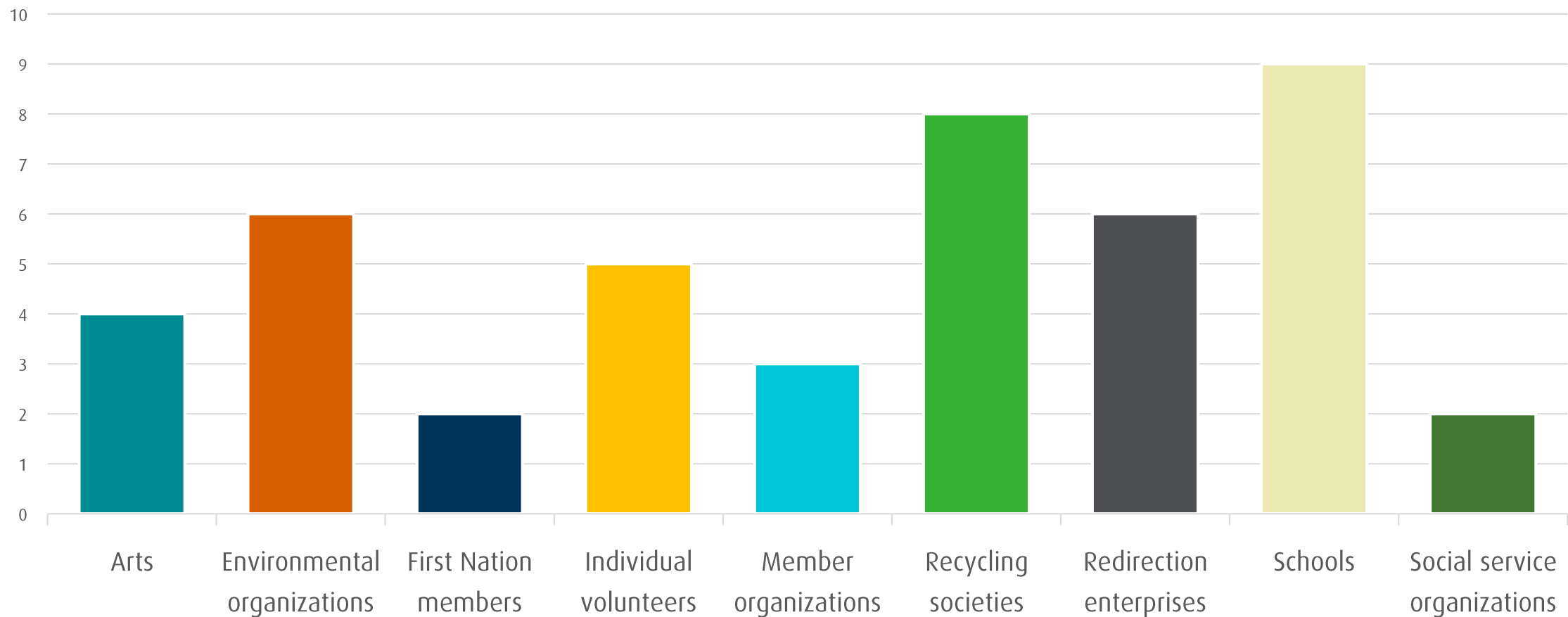


# Victoria Tool Library

- Provide practical, affordable and convenient services for residents to reduce waste through the sharing economy
- Project funding was used to expand services offered:
  - Workshop space and facilitators
  - Acquire new tools
  - Promotion

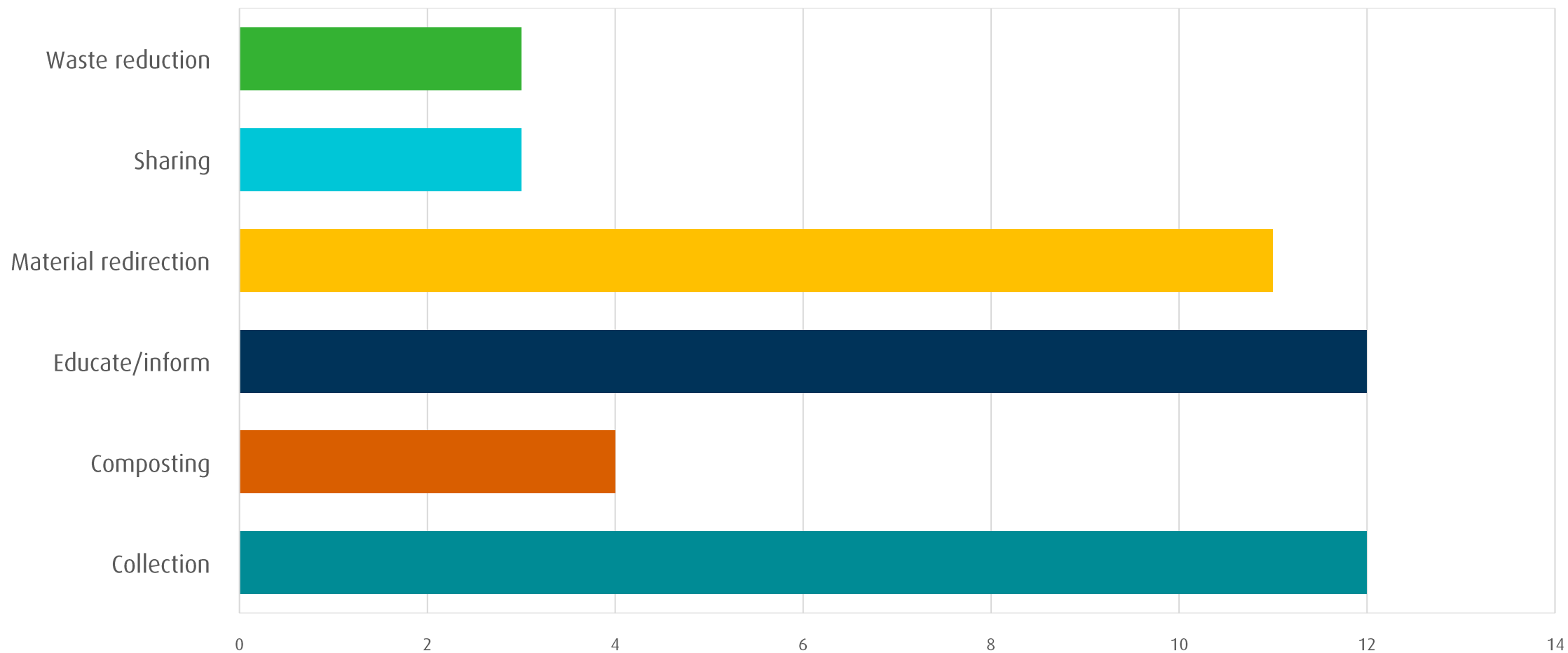


# Summary – Applicants

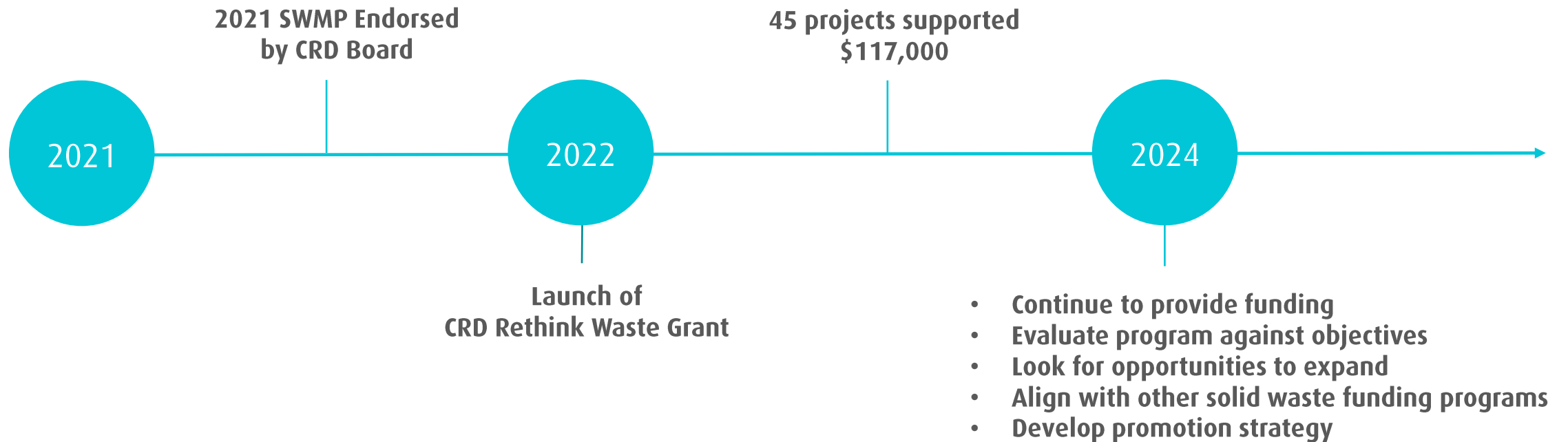




# Summary – Project Types



# Looking Ahead - 2024





# Thank you

wdunn@crd.bc.ca | 250.360.3318



@crd\_bc



Capital Regional District



CRDVictoria



crd.bc.ca



## Mission

Coast Waste Management Association fosters environmental leadership and best practices by providing a forum for discussion, education and networking.

### CWMA events:

Annual conference

Workshops

Roundtables:

- Local Government and First Nations
- Educators and Communicators

Working groups:

- Plastic Waste Reduction, Landfill Operators, LFG Field and Flare, Educators and Communicators, Construction and Demolition, Island Remote and Rural Communities, Organics and Food Recovery, Textiles, Northern BC Solid Waste



Member Organizations

185



Events & Meetings Per Year

74







**BIG** ideas **BOLD** moves

CWMA 2023  
CONFERENCE  
OCTOBER 25-27, 2023

- 2023 theme Big Ideas Bold Moves speaker sessions included:
  - The Role of AI in Waste Diversion
  - Bold Strategies for Recruitment and Retention in the Waste Industry
  - Bold moves in Waste Diversion in BC
- Over 330 attended in-person or virtual
- 3 days of learning and networking
- Upcycling Showcase and Display:
  - Timber Tiles, Ergo Eco Solutions, Salt Legacy, ChopValue, Flipside Plastic, Let's Talk Trash, ANIAN, Eunoia Collective, Ocean Legacy



**COAST**  
WASTE MANAGEMENT ASSOCIATION