

Our File/N/Réf. 11-97-0241  
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DATE 20 April 1998

TO/DEST. The Chair and Members of Regional Council

FROM/EXP. Planning and Development Approvals Commissioner

SUBJECT/OBJET **IMPLEMENTING RMOC'S 20% CLUB COMMITMENT  
TO REDUCE GREENHOUSE GAS EMISSIONS**

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### INTRODUCTION

This memorandum is for the information of Committee members, and describes the proposed work plan to develop a Greenhouse Gas Emissions Reduction Program for Ottawa-Carleton, beginning with Phase 1(a), Corporate Emissions Reduction Strategy Development.

### BACKGROUND

In 1990, the Government of Canada's Green Plan set a national objective of stabilizing greenhouse gas emissions at 1990 levels by the year 2000. Subsequently, the Federation of Canadian Municipalities (FCM) launched the 20% Club, with member municipalities committing to a more ambitious objective of reducing corporate and community-wide greenhouse gas emissions by 20% of 1990 levels within ten years of joining. The international treaty signed by Canada in Kyoto in December, 1997 reaffirms the need to reduce greenhouse gas emissions, and establishes a new time-line that aims for a 6% nation-wide reduction by 2012.

At its meeting of 12 February 1997, Regional Council approved a motion to join the FCM's 20% Club, thereby setting an objective of reducing corporate and region-wide greenhouse gas emissions to 80% of 1990 levels by 2007. Staff have since developed a strategy for pursuing a reduction in greenhouse gas emissions, with the Planning and Development Approvals Department responsible for progress region-wide, and the Green Steering Committee responsible for progress within corporate operations.

### Information Previously Distributed

To be listed on Planning and Environment  
Committee Agenda of 28 April 1998

Areas in which RMOC could take action to reduce region-wide emissions include:

- land use and greenspace planning;
- residential, commercial and industrial energy use;
- transportation demand management and alternative vehicle fuels promotion;
- waste diversion and landfill management;
- public awareness and education; and
- cooperative program delivery with the private sector, area municipalities and upper-tier governments.

Areas in which RMOC could take action to reduce corporate emissions include:

- fleet management (OC Transpo, Regional Police and RMOC vehicles);
- waste diversion and heating, energy and water efficiency in RMOC facilities; and
- practices for the procurement of goods and services.

It is important to note that many existing RMOC services and programs (both corporate and region-wide) are supportive of greenhouse gas emissions reductions.

It should also be noted that on 6 May, Transportation Committee will consider a motion directing the Environment and Transportation Department to establish a public education program on the relationship between transportation, greenhouse gas emissions and climate change. This area of work would be an important component of Phase 2 (b) of RMOC's greenhouse gas reduction program, as shown in Table 1, below. Education program funding would therefore be included in the 1999 capital budget request for greenhouse gas emissions reduction.

<i>Table 1</i>		
<b>RMOC Greenhouse Gas Emissions Reduction Program</b>		
<b>Year*</b>	<b>20% Club Milestone</b>	<b>RMOC Work Plan</b>
<b>1998</b>	Determine corporate & region-wide greenhouse gas emission levels for 1990 and 1997, and identify a plan to meet corporate reduction targets	<i>Phase 1: Corporate emissions reduction</i> (a) Emissions inventory & strategy development (b) Implementation plan
<b>1999</b>	Demonstrate that corporate reduction has begun, and submit a plan for region-wide reductions	<i>Phase 2: Region-wide emissions reduction</i> (a) Emissions inventory & strategy development (b) Implementation plan
<b>2000 and beyond</b>	Show continued progress in meeting corporate objectives and in implementing the region-wide plan	<i>Phase 3: Annual monitoring &amp; program renewal</i> (a) Updated corporate & region-wide emissions inventories (b) Status report & revised implementation plan

\* The timing indicated is only approximate. Phases 1 and 2 could proceed simultaneously if resources permit.

## DISCUSSION

A three-phase work plan, outlined in Table 1, is proposed to fulfil the requirements of 20% Club membership and to honour Council's resolution.

RMOC has repeatedly identified among its goals a leadership role in the pursuit of environmental objectives. It is therefore appropriate to "lead by example" and begin RMOC's greenhouse gas emissions reduction with an internal focus, as proposed by Phase 1 in the above table.

Our first step in corporate emissions reduction is to assess our current position and direction, review our current and past practices, and identify our strategic options. To assist us in Phase 1(a) of the proposed work plan, we have taken full advantage of state-of-the-art knowledge by retaining Torrie Smith Associates under a modest \$20,000 contract. This locally-based consulting firm is a recognized international leader in the field of municipal greenhouse gas emissions reduction, and has undertaken similar work with the City of Ottawa and other North American municipalities. A software package developed by Torrie Smith Associates to plan and manage corporate emissions reductions was recently distributed to Canadian cities through the sponsorship of the FCM and the International Council for Local Environmental Initiatives.

The Phase 1(a) work is expected to be complete by July 1998, and is being led by a sub-committee of RMOC's Green Steering Committee chaired by Pat McNally, Director, Solid Waste Division. Sub-committee membership is drawn from the Planning and Development Approvals Department, Environment and Transportation Department, Finance Department, OC Transpo and Ottawa-Carleton Regional Police Services. The approximately \$20,000 required to fund this phase of the project is available from existing budgets, but the proposed 1998 capital budget for the overall program would be required for the subsequent phases of the work plan.

The products of Phase 1(a) will include:

- Inventories of greenhouse gas emissions for RMOC operations for 1990 and 1997, and a "business as usual" projection of RMOC emissions in the year 2007.
- An identification of areas in which greenhouse gas emissions reductions should be sought, and an assessment of candidate measures based on emissions reduction potential, net cost and ease of implementation.
- Specification of a corporate energy data management system required to perform annual emissions inventory updates, and a licensed copy of the TSA/ICLEI municipal software containing the RMOC emissions inventory and measures analysis conducted as part of this project.

The assessment of candidate measures will not include detailed audits of individual facilities or the examination of specific retrofits, but will be sufficiently detailed to direct the development of an implementation action plan, including requirements for further investigation or evaluation. An emphasis will be placed on identifying "no regrets" measures, which are those that make good fiscal sense because they are low-cost, lead to a net cost reduction, or have costs that can be fully recovered over a short number years.

It is important to note that this project is only the first step of a substantial program that will continue for the foreseeable future. Once a strategy for corporate emissions reduction is developed, individual departments will be required to take responsibility for planning and implementing specific actions. The experience of completing Phase 1(a) will also assist Planning and Development Approvals staff in the subsequent development of a strategy for region-wide greenhouse gas emissions reduction.

*Approved by  
N. Tunnacliffe, MCIP, RPP*

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