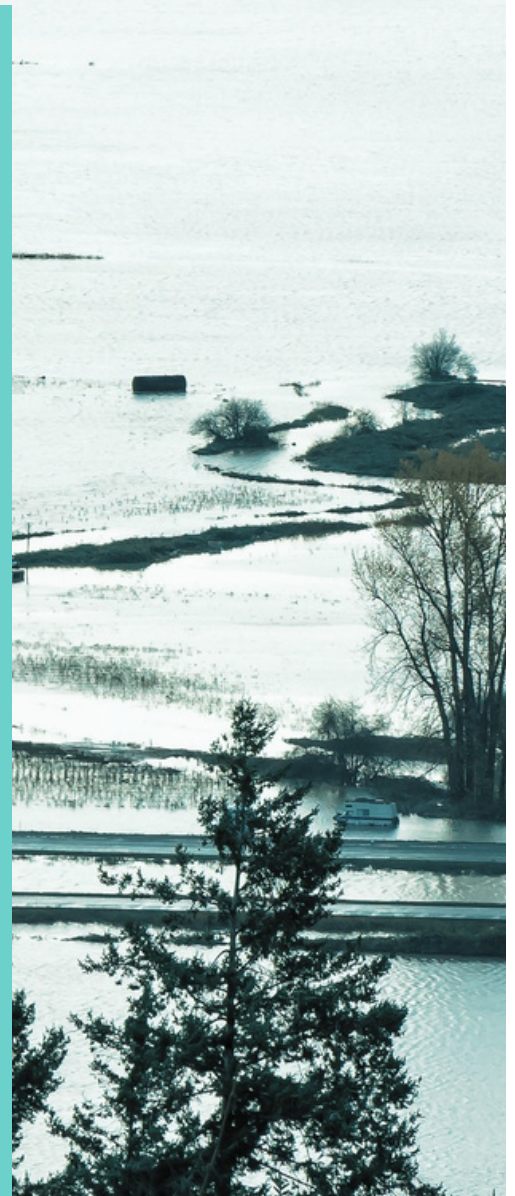




# THE CHALLENGE OF OUR TIMES

*B.C.'s climate plan is a step  
in the right direction, but  
now is the time for action.*

**Climate Solutions Council**  
2021 Annual Report to  
the Government of  
British Columbia



## Executive Summary

This report comes as British Columbia grapples with province-wide emergencies caused by the impacts of climate change. In this year alone, B.C. experienced a historic heat wave in June that became Canada's deadliest weather event in recorded history, and caused just under 600 British Columbians to perish. We saw another summer of wildfires and smoke that burned down the town of Lytton, and now, November's devastating flooding and landslides that have cut off communities and entire regions of the province, forced the evacuations of Merritt and the Sumas Prairie, destroyed homes, livestock, highways and livelihoods, impacting supply chains as well as key industries. The cost to recover from these events will be in the billions of dollars, reinforcing the need to accelerate B.C.'s climate resiliency.

The urgency and scale of the challenge we face has never been clearer.

It is therefore significant that 2021 also saw the B.C. government take meaningful steps forward on climate action, setting sectoral emission reduction targets for different sectors of our economy, and in October, 2021, releasing the first major update to B.C.'s climate plan, the [CleanBC Roadmap to 2030](#), which finalizes the plan to meet B.C.'s climate target and reduce carbon emissions by 40% by 2030.

These targets and the updated plan come at a critical time, as B.C.'s emissions have been trending upward. The 2021 [Climate Change Accountability Report](#) shows that in B.C., overall emissions have risen 5% from 2007 levels, and just less than 1% from 2018 to 2019 (the most recent year for which emission data is available). It is worth noting that per-capita emissions have been decreasing since 2007, despite the province growing by nearly 750,000 new residents. So while it's clear climate policy has been having a measurable and important impact, it's imperative that B.C. takes stronger action.

The Climate Solutions Council's legislated role is to advise the Minister of Environment and Climate Change Strategy on climate action, and the Council is pleased to see that its 11 letters of advice were—for the most part—reflected in the *CleanBC Roadmap to 2030* (see appendix A). This roadmap strengthens current policies, accelerates existing targets, and includes new measures to reduce carbon emissions from our transportation, buildings, and energy and industrial sectors.

While there are areas where more detail, urgency, ambition, and policy will be required, the Roadmap—supported by independent modelling—is a significant step forward. In a number of areas, the new policy commitments place B.C. among the most ambitious jurisdictions across North America, particularly when it comes to addressing emissions from transportation and buildings, which together represent nearly 50% of the province's emissions from 2019.

While we welcome this stronger *CleanBC Roadmap to 2030*, the Council has some concerns:

1. **Swift action is needed:** Our concern is that the pace of action thus far has not been commensurate with the degree of urgency facing our region and planet. We're in an active climate emergency and there's no time for further delay. Some timelines for policy or regulatory implementation need to be accelerated, and delay under the guise of flexibility avoided.
2. **Oil and gas emissions:** The Council is concerned that deferring or delaying decisions on how to reduce emissions inhibits the sector's ability to meet its legislated reduction target. Council advises the government to introduce policy and regulation, ideally by the end of 2022, to ensure emissions do not rise and in fact decline. Council encourages redesigning the current royalty

framework into a modernized one that supports environmental protection, a fair return on our resources, and economic development.

3. **Adaptation:** The Council is encouraged by government’s increased focus on adaptation in 2021. Given our growing first-hand experience with adverse climate impacts, we strongly urge the B.C. government to accelerate its adaptation planning and development of concrete initiatives—with long term sustainable funding—that addresses this massive intergenerational challenge.
4. **Linking climate action with economic strategy:** The *CleanBC Roadmap to 2030* would be strengthened by clearly linking it with B.C.’s forthcoming economic strategy, BC Hydro’s energy planning, and overall workforce readiness.

The Council welcomes a stronger provincial climate plan that puts us on course to reaching B.C.’s 2025 and 2030 climate targets, but plans need to be followed by concrete, legislated, and regulatory actions. The next Climate Solutions Council will have an important role to play in ensuring government support for a just and inclusive transition is a priority in the design and implementation of all policies.

## Who We Are

The Climate Solutions Council is an advisory group with a legislated mandate under the *Climate Change Accountability Act* to advise the Minister of Environment and Climate Change Strategy regarding the following:

- i) Plans and actions to achieve climate targets and reduce emissions.
- ii) Plans and actions to mitigate and manage climate risks.
- iii) Opportunities for sustainable economic development and job creation while the province transitions to a low-carbon economy.
- iv) The effects on individuals and businesses that result from actions to address climate change, including actions to reduce greenhouse gas (GHG) emissions and manage climate change risks.
- v) Any other matters specified by the Minister respecting climate change.

Established in February 2020, the Council continues the advisory role of the previous Climate Solutions and Clean Growth Advisory Council, which completed its mandate at the end of 2019. It includes members from First Nations, environmental organizations, business, academia, youth, labour, and local government. The Council views this broad representation as a major strength in delivering its mandate.

## Foundations of CleanBC and the Climate Accountability Act

British Columbia has set legislated targets to reduce GHG emissions to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. There is also a 2025 interim target of a 16% reduction that provides for a timely opportunity to assess the province’s progress toward its longer-term targets, and make

adjustments as required. In addition to overall targets, B.C. has set 2030 emission reduction targets across four sectors, expressed as ranges:

- Transportation 27-32%
- Industry 38-43%
- Oil and gas 33-38%
- Buildings and communities 59-64%

These targets require government to implement meaningful policies that reduce emissions and incentivize development of net-zero carbon processes and technologies. In December 2018, the B.C. government launched [CleanBC](#), which contained a series of actions to reduce emissions and transition to a low-carbon economy. In October of 2021, the government released the *Clean BC Roadmap to 2030*, which builds on the previous plan with significant new and expanded actions across eight pathways.

When *CleanBC* launched in late 2018, it included a foundational commitment to public transparency and accountability. That commitment meant actions needed to be tracked and updated over time to ensure they have their intended effect. In 2019, the B.C. government put a new climate accountability framework into law that mandated annual reporting on a range of measures of progress.

## Where We Are Today

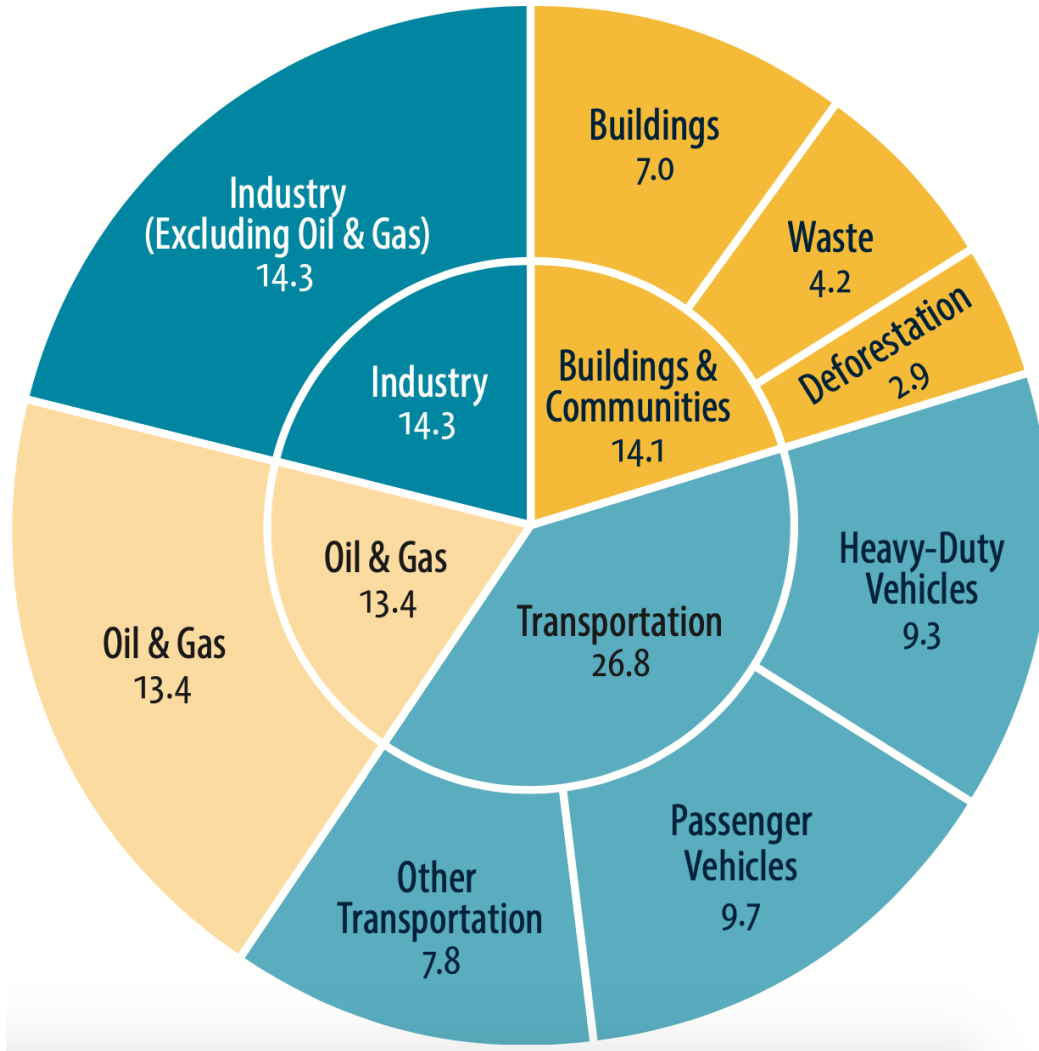
While Canada is a signatory of the Paris Agreement (to keep emissions to safe levels and to limit global warming to as close to 1.5°C as possible), and has committed to reach net zero emissions by 2050 by strengthening its 2030 climate target, it lags behind other G7 countries with emissions increasing by 21% since 1990. Over the same period, B.C. emissions have increased 22% from 56.2 MT (megatonnes) to 68.3 MT. Figure 1 shows B.C. emissions per sector, and Table 1 further below identifies changes in sectoral emissions from 2007 to 2019. At the time *CleanBC* was released, there was an acknowledged gap of 25% to our 2030 carbon reduction target. *B.C.'s 2021 Climate Accountability Report*, also a requirement under the *Climate Change Accountability Act*, shows the gap to reaching B.C.'s 2030 target has grown to 32%-48%.

**Table 1:**

Sector	2019 emissions (Mt CO <sub>2</sub> e)	Percent of total	Emissions change from 2007	Emissions change from 2018
Transportation	26.8	39%	+22%	-1%
Buildings and Communities	14.1	21%	-12%	+1%
Oil and Gas	13.4	19%	-1%	+1%
Other Industry	14.3	21%	+2%	0%

Figure 1:

## B.C.'s 2019 Gross Emissions by Sector – 68.6 Mt CO<sub>2</sub>e



Source: British Columbia. [2021 Climate Change Accountability Report](#).

To reach 2025 and 2030 targets, the province needs to reverse its recent growth in emissions.

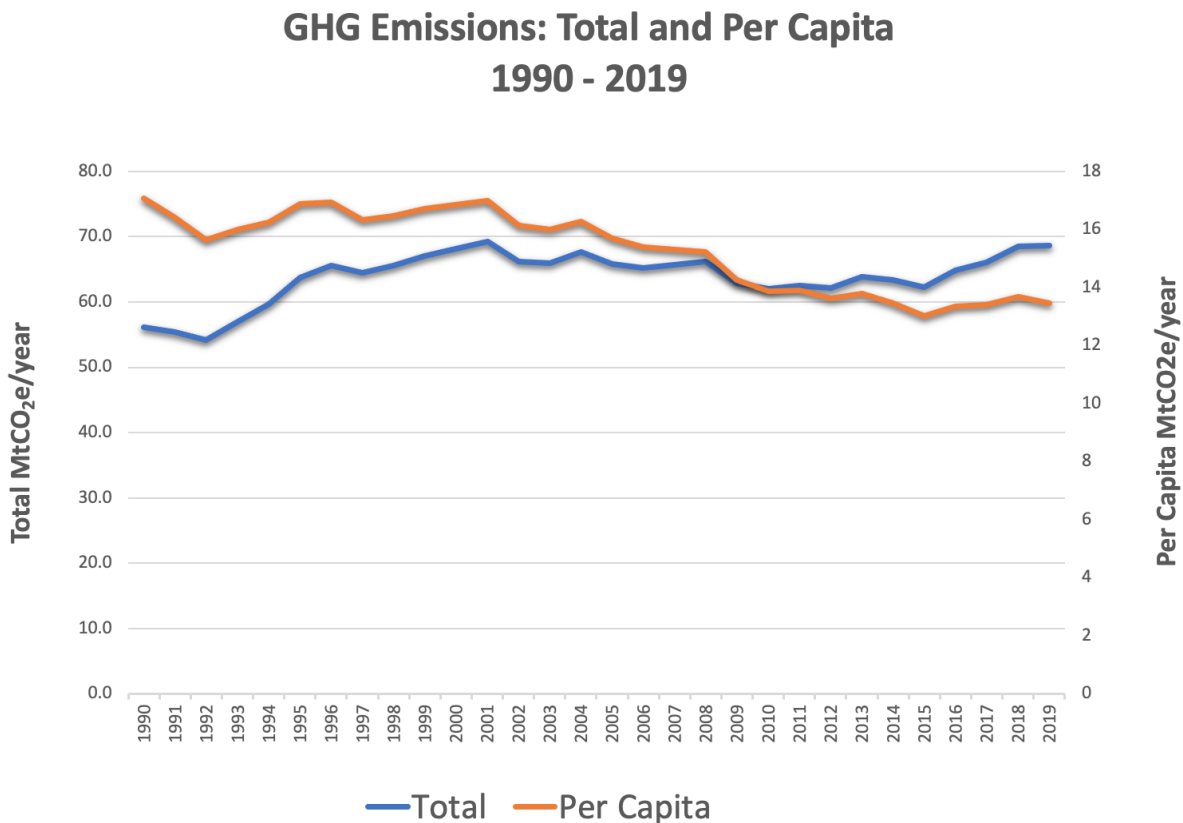
- By 2025, B.C. must reduce annual emissions by approximately 17 MT to achieve the 2025 target of 55.2 MT. This includes the large industrial project, LNG Canada Phase 1, which will add 3.45 MT of emissions in 2025, and is accounted for in the *CleanBC* modelling and plan.
- By 2030, B.C. must reduce emissions by 33.2 MT to achieve the provincial emissions target.

- Both the 2025 and 2030 targets imply an average annual reduction in carbon emissions of approximately 3.32 MT to 3.5 MT, or about a 5 per cent annual reduction.

The B.C. government expects to see substantial reductions in coming years as 2018 *CleanBC* policies begin to take effect, though not all have been implemented. The Climate Solutions Council advised government in its [November 26, 2020 letter](#) that it needed to strengthen several key policies, expand action with additional policies or regulations, and enact regulations and laws with accelerated timelines.

One important factor to consider when evaluating B.C.'s action on climate change is our population growth. Because the province grew by nearly 750,000 people from 2008 (the year B.C. implemented its carbon tax and other GHG measures) to 2019, we must look not just at overall emissions but also per capita emissions. Figure 2 illustrates that from 1990 to 2019, while aggregate GHG emissions did not decline, emissions per capita did decline. Thus, B.C.'s climate actions are having a positive impact as our population grows, but it's imperative we do more to address both per capita emissions and total emissions.

Figure 2:



Source: Government of British Columbia. [Provincial Inventory 1990-2019](#).

## Climate Solutions Council's 2021 Advice

The Council provided [11 letters of advice to government in 2021](#) focusing on specific policy to meet B.C.'s 2030 target, Indigenous and local government involvement, competitiveness, affordability, and an all-of-government approach. The Council's advice and responses from the Government of British Columbia can be found in Appendix 1.

## The Council's Assessment of the CleanBC Roadmap to 2030

The *CleanBC Roadmap to 2030* is the second phase of B.C.'s plan to reach a 2030 emissions reduction target of 40% below 2007 levels. The Roadmap strengthens current policies, accelerates existing targets, and includes new measures for a variety of sectors. Even though more detail, more ambition, and more policy will be required to reverse B.C.'s recent growth in emissions and meet its targets, the Roadmap—which is supported by independent modelling—moves the climate action plan forward in significant ways.

## Strengths of the CleanBC Roadmap to 2030

- **CARBON PRICING:** The plan includes a clear commitment to meet or exceed the federal carbon price of \$170 by 2030, which would place B.C. among global carbon pricing leaders. We expect that the B.C. government will match the annual increase to the carbon tax of \$15/year increases between 2022 and 2030. The commitment to steadily raise the carbon price provides a strong signal that supports other policy initiatives.
- **PASSENGER VEHICLES:** B.C. significantly raised its zero-emission vehicle (ZEV) standard requirement for automakers from requiring 30% of all new car sales be ZEVs by 2030 to 90% in 2030, and 100% by 2035. This target is the most ambitious anywhere in North America, and the 2035 target matches other leading jurisdictions like California.
- **TRUCKS AND BUSES:** B.C. committed to match California's zero-emission medium and heavy-duty vehicle sales target of 100% by 2045 where the technology exists. Commercial vehicle decarbonization is a priority in developed countries, and California has emerged as a leader in establishing both ambitious targets and concrete policies. It is worth noting the Canadian government has a similar target for 2040.
- **LIMITING EMISSIONS FROM GAS UTILITIES:** B.C. has established an emissions cap of 6 MT per year on all gas utilities operating in the province. This will result in a 47% reduction from 2007 levels. This cap will apply to utilities supplying gas for residential, commercial, and industrial uses. Setting this cap—a first of its kind in North America—is the first key step in halting the growth of B.C. natural gas consumption. The next critical step is to set a cap on a declining trajectory, which the government must soon act on.

- **METHANE:** B.C. has established a new 75% reduction target in industrial methane emissions from 2014 levels by 2030 for the oil and gas sector, enroute to their near-elimination by 2035 for all industrial sectors. The 2030 target matches the federal government’s ambition, while the 2035 target makes B.C. a North American leader.
- **LOW-CARBON FUELS:** B.C. will enhance the stringency and expand the application of one of its most effective emissions reduction tools. The Low Carbon Fuel Standard previously increased from 10% to 20% compared to 2010, and the government is aiming to achieve a new target of 30% by 2030 that will also expand to aviation and marine fuels sold in the province. This standard sets annual carbon intensity targets and a minimum level of renewable content in gasoline and diesel, helping to reduce our reliance on and mitigate the environmental impact of non-renewable fuels, while also spurring the growth of clean fuels. For comparison, California’s version is currently set at 20% by 2030.
- **BUILDINGS:** The BC Building Code will be updated to include a carbon pollution standard for new buildings—making B.C. the first province in Canada to do so. All new buildings will be zero carbon by 2030, and by 2030 new equipment sold for space and water heating will be electric heaters or heat pumps. The BC Building Code will also be updated to include energy efficiency requirements in existing buildings by 2024.
- **ELECTRICITY:** A new commitment to adopt a 100% Clean Electricity Delivery Standard by 2030 is the strongest target of its kind in North America.
- **OFFSETS:** B.C.’s climate strategy provides a pathway to reaching our 2030 target without a major reliance on offsets. B.C.’s strategy has opted to largely focus on policies and measures that can be supported by modelling.
- **OIL AND GAS:** The Roadmap commits to use policy and/or regulatory tools to enforce the oil and gas sectoral target, which is set at a 33%-38% reduction by 2030 (compared to 2007). However, the Roadmap does not specify what mechanisms the province will implement to reach this target, and the timeline is too slow (see Council’s concerns on page 8).

The majority of these policies place B.C. among the most ambitious jurisdictions in North America, particularly when it comes to addressing emissions from transportation and buildings, which together represented nearly 50% of the province’s emissions in 2019. It should be recognized that achieving deep emission reductions is challenging in B.C. because most of our electricity generation comes from zero carbon sources rather than fossil fuels. Thus, B.C. requires a more comprehensive and broad-based set of sector-based targets to meet its climate goals.

Since *CleanBC* was first introduced in 2018, we have seen the importance and impact of having a plan and policies that focus on building the future of B.C., that protects our climate, reduces pollution, and enables a thriving and inclusive economy. In 2018, the province introduced the zero-emission vehicle standard for the first time, setting the initial target at 30% by 2030. By 2020 we had already met our 2025 interim target five years early, giving B.C. confidence in this approach, and leading to the new roadmap tripling the target to 90% by 2030.



## More Definitive Policy is Needed

These are areas that require additional attention:

- **SWIFT ACTIONS:** Leadership and commitment means action must be taken urgently to accelerate policy delivery. Our concern is that the pace of action thus far has not been commensurate with the degree of urgency facing our region and planet. We are in a climate emergency and there is no time for further delay. Some of the timelines for policy or regulatory implementation need to be accelerated, and delay under the guise of flexibility avoided. Government also failed to show how B.C. will meet its 2025 target, and we advise making this clear in 2022.
- **OIL AND GAS:** The Council strongly urges the government to move more quickly than specified in the Roadmap to develop and implement programs and regulations that ensure the sectoral targets of 33% to 38% reduction by 2030 will be met. Deferral or delay may lead to rising emissions in the near term and reduce the likelihood that there will be enough time for the sector to meet its reduction targets. There is compelling evidence presented in international modeling (e.g., the International Energy Agency’s *Net Zero by 2050: a Roadmap for the Global Energy Sector*, and Intergovernmental Panel on Climate Change’s *Special Report: Global Warming of 1.5°C*) that there must be a steady and sharp decline in oil and gas emissions worldwide if the planet is to avoid climate catastrophe. B.C. must do its part to demonstrate climate leadership in this sector.
- **ADAPTATION:** The Council reiterates its support for long-term, sustainable adaptation funding. There’s a strong business case for investment in adaptation, as well as the need for policy objectives and actions with timelines for implementation that will ensure strong collaboration within, and outside of government. Such investment will improve the resiliency of British Columbians, their communities and their livelihoods, and our natural environment within a changing climate.

## Overview of Progress

The table below summarizes the Council’s scorecard on the *CleanBC Roadmap to 2030*. Green shows the policies where Council supports and congratulates government on its actions. Yellow signifies things to watch and that require further development, and red indicates deep concerns. **Rapid implementation of these policies and sufficient funding to enable them is a priority in every case.**

Roadmap Policies	Climate Solutions Council Assessment
Carbon pricing	<ul style="list-style-type: none"> <li>● Meet or exceed the federal carbon price of \$170 by 2030</li> <li>● Places B.C. among global leaders in putting a price on carbon</li> </ul>

Passenger vehicles	<ul style="list-style-type: none"> <li>• The 90% new car sales by 2030 target is the most ambitious anywhere in North America, and the 100% new car sales by 2035 matches other leading jurisdictions like California</li> <li>• Commitment to 10,000 new charging stations is Canada-leading</li> </ul>
Medium and heavy-duty vehicles	<ul style="list-style-type: none"> <li>• Matches the targets California has established for zero-emission medium and heavy-duty vehicle sales: 100% by 2045 where feasible</li> </ul>
Limiting emissions from natural gas utilities	<ul style="list-style-type: none"> <li>• Only commitment of its kind in North America</li> </ul>
Methane	<ul style="list-style-type: none"> <li>• 2030 target matches the federal government’s ambition, while the 2035 target makes B.C. a North American leader in this area</li> </ul>
Buildings	<ul style="list-style-type: none"> <li>• Updating BC Building Code to include energy efficiency requirements in existing buildings by 2024, and to require all new buildings be zero carbon by 2030. By 2030, all new equipment for space and water heating will be electric heaters or heat pumps</li> </ul>
Low carbon fuels	<ul style="list-style-type: none"> <li>• Considering a new target of 30% by 2030, and will also be expanded to aviation and marine fuels</li> <li>• California’s version is currently set at 20% by 2030</li> <li>• Action needed to implement the new target in the near term</li> </ul>
Electricity	<ul style="list-style-type: none"> <li>• The 100% Clean Electricity Delivery Standard by 2030 is the strongest target of its kind in North America</li> <li>• Utilities’ long-term planning initiatives are inconsistent with B.C. achieving its climate targets</li> </ul>
Reducing emissions from the oil and gas sector	<ul style="list-style-type: none"> <li>• The Council is concerned that deferring or delaying decisions on how to accomplish a decline in emissions inhibits the ability of the sector to meet its target</li> <li>• The Council advises government to introduce programs and regulation rapidly—ideally by the end of 2022—to ensure emissions do not rise, and decline to meet the sectoral targets of 33-38% reduction by 2030</li> </ul>
Industry	<ul style="list-style-type: none"> <li>• Commitment to redesign its <i>CleanBC</i> industry program to align with new federal carbon pricing rules, while continuing to promote a competitive business environment and significant GHG reductions</li> <li>• Only new industrial facilities required to develop net zero plans for 2050</li> </ul>
Integration of economic and climate policy	<ul style="list-style-type: none"> <li>• Unclear whether government’s forthcoming economic strategy will be aligned with the Roadmap</li> <li>• No date or path set to transition B.C. to a thriving net zero economy</li> </ul>

## Priorities for the Next B.C. Climate Solutions Council

While the term for this Climate Solutions Council is coming to an end, the critical work of addressing the climate emergency and holding the government to account must continue on. The following are suggested key areas of priority for the coming year(s):

- **Funding**
  - Starting with Budget 2022, all budgets must adequately resource the *CleanBC Roadmap to 2030* commitments.
  - Climate lens needs to be included in the Treasury Board.
  - Adaptation funding is urgently needed.
  
- **Urgently implement the plan and address gaps**
  - Implementation of actions in the Roadmap must be completed before 2023.
  - Amend the Climate Change Accountability Act to include a net zero target.
  - Address unspecified timelines to ensure targets are met.
  
- **Provide clarity for B.C.'s natural gas and oil industry**
  - Due to lack of specificity in the Roadmap, and considering reports from international scientific bodies (e.g. 2021 Production Gap Report by the Stockholm Environment Institute et al., that states planned fossil fuel production is dangerously out of sync with Paris Agreement limits), the Council initiated a discussion at its last meeting on whether B.C. needs to introduce limits on the production of oil and natural gas to meet its 2050 targets. Given the uncertainty regarding different pathways to eliminate emissions, this topic requires more in-depth discussion, and we recommend the new Council make this an early priority to develop government advice.
  
- **Adaptation**
  - Robust funding and strategic focus must be applied to B.C.'s adaptation strategy implementation.
  
- **Link to B.C.'s forthcoming economic strategy**
  - Highlight opportunities for economic transformation and growth through implementation of the Roadmap.
  
- **Indigenous engagement**
  - The province must ensure climate action is advanced in tandem with Indigenous rights and reconciliation. Indigenous peoples are one of the groups most impacted by climate change, and must play a foundational role if our efforts to mitigate and adapt to climate change are successful.
  
- **Affordability, and a just and inclusive transition**
  - Climate action incorporates policies to support a just and inclusive transition to a net zero economy, which minimizes losses to people and their communities.
  - This is mentioned as a signature policy but not addressed in the Roadmap.

- Disproportionate impacts to vulnerable populations must be addressed more fulsomely.
- **Alignment with federal, local, First Nation governments and other provinces**
  - Efficient and effective collaboration among all levels of government is critical.
- **Communications and public engagement**
  - Educate the general public on climate emergency challenges and opportunities.
- **Alignment among relevant Crown corporations**
  - Fully mobilize and align Crown corporations with achieving the *CleanBC Roadmap to 2030* objectives, and similarly align the private sector.
- **Accountability**
  - The Climate Solutions Council must continue holding the Government of British Columbia accountable to its commitments.

## Conclusion

As we live through yet another climate-induced crisis in British Columbia, 2021 has shown us that **rapid, robust and urgent action is needed**—both to mitigate the effects of a warming planet, and to harden our resiliency through the challenging times ahead. The Council thanks the Minister and Government of British Columbia for the chance to contribute to the largest challenge and opportunity facing our province, our country, and the global community.

## Appendix 1

The below table summarizes advice provided to the Government of B.C. from the Climate Solutions Council over the course of 2021. All letters of advice are available on the [Government of B.C. website](#).

Advice	Government Response	Additional Details
<b>Letter on final Roadmap to 2030 advice: September 23, 2021</b>		
Legislative and regulatory changes for the Low Carbon Fuel Standard, Clean Portfolio Standard, and Zero Emissions Vehicles Standard should be completed and in force as soon as possible, and no later than the end of 2022.	Response received October 21, 2021.	Response letter: "... will closely consider your recommendations regarding implementation timelines, engagement on the Clean Portfolio Standard/Low Carbon Fuel Standard."

<p>Other legislative and regulatory changes announced in the Roadmap should be completed by the end of the mandate (2024), even if those regulations won't come into force until 2025 or 2030.</p>	<p>Response received October 21, 2021.</p>	<p>Response letter: "... will closely consider your recommendations regarding implementation timelines, engagement on the Clean Portfolio Standard/Low Carbon Fuel Standard."</p>
<p>Engagement on Clean Portfolio Standard and Low Carbon Fuel Standard must be bound by targets.</p>	<p>Complete. Response received October 21, 2021.</p>	<p>Roadmap commitment: "... we will raise our target beyond the current 20%, consistent with advice from the Climate Solutions Council, using 30% by 2030 as a starting point for further analysis and consultations."</p>
<p>Ensure oil and gas emissions don't increase from current levels.</p>	<p>Response received October 21, 2021.</p>	<p>Response letter: "... we will closely consider your recommendations regarding... the oil and gas sector's contributions to our emissions reductions targets."</p>
<p>Put in place funding mechanisms that are dedicated to supporting Indigenous capacity to engage on climate policy and plans in B.C., and develop a communications plan to share these resources with Indigenous communities.</p>	<p>Response received October 21, 2021.</p>	<p>Response letter: "...we will closely consider your recommendations regarding... funding mechanisms for Indigenous communities to engage and communicate on climate policy."</p>
<p>Consolidate key climate programs under a single authority to ensure an efficient and coordinated approach to Roadmap implementation.</p>	<p>Response received October 21, 2021.</p>	<p>Roadmap released October 25, 2021. Government announcement on reorganization of its natural resource sector forthcoming.</p>
<p>Avoid over-attributing or overstating the macroeconomic outcomes linked to climate policy that are derived through the use of a single model.</p>	<p>Response received October 21, 2021.</p>	<p>Not addressed in the response letter.</p>
<p>Government should complete its workforce readiness plan and initiate labour market and community planning to ensure a just transition for workers and their communities.</p>	<p>Response received October 21, 2021.</p>	<p>Roadmap released October 25, 2021. Workforce readiness plan anticipated to be released shortly.</p>

<p>Implement best practices for emissions reductions in EITE (emissions-intensive trade-exposed) industries through consultation with EITE industries and civil society.</p>	<p>Complete. Response received October 21, 2021.</p>	<p>Roadmap commitment: “In 2022, we will work with industry, the Government of Canada and Indigenous peoples to redesign the program to align with new federal carbon pricing rules while continuing to promote a competitive business environment and significant GHG reductions.”</p>
<p>Direct B.C.’s utilities, including BC Hydro, FortisBC, and the BC Utilities Commission, that their long-term plans are consistent with B.C. achieving its climate targets.</p>	<p>Partially complete. Response received October 21, 2021.</p>	<p>Roadmap commitment: “To help support and drive BC Hydro’s focus on GHG reductions, we will add electrification and fuel-switching to its mandate, introduce an internal carbon price to evaluate electrification initiatives in regulatory applications, and enable investments in green hydrogen production and commercial vehicle incentives and infrastructure.”</p>
<p>Climate targets should be communicated to all Crown agencies, educational institutions, and health authorities through the government’s annual mandate letters to these bodies.</p>	<p>Response received October 21, 2021.</p>	<p>Not addressed in the response letter.</p>
<p>Government should deploy its full set of emission reduction tools to get to net zero, including carbon pricing, regulations, standards, electrification, carbon capture, utilization and storage, and more.</p>	<p>Complete. Response received October 21, 2021.</p>	<p>Roadmap released October 25, 2021.</p>
<p>Include assurances that Roadmap implementation will receive the necessary multi-year funding in Budget 2022.</p>	<p>Response received October 21, 2021.</p>	<p>Not addressed in the response letter. Budget 2022 release date is February, 2022.</p>

<b>Letter on integrating and enabling full Indigenous participation in achieving provincial climate targets: September 23, 2021</b>		
Promote and support Indigenous peoples to establish dedicated climate caucuses and staff in their own communities, or organize and fund a central Indigenous climate caucus with support of the provincial government.	Response received October 21, 2021.	Response letter: "...we will closely consider your recommendations regarding... funding mechanisms for Indigenous communities to engage and communicate on climate policy."
Engage and convene discussion with Indigenous economic development officers (EDOs) or other Indigenous leadership groups for Nations without EDOs.	Response received October 21, 2021.	Response letter: "...we will closely consider your recommendations regarding... funding mechanisms for Indigenous communities to engage and communicate on climate policy."
<b>Letter on Climate Preparedness and Adaptation Strategy funding: September 10, 2021</b>		
Ensure long term sustainability of funding for climate preparedness and adaptation is appropriate to the level of risk and impacts.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.
Include specific, substantive, and actionable objectives and plans that are implemented across the province as soon as possible.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.
Strongly encourage collaboration between Indigenous peoples, local, provincial, and federal levels of government to support adaptation initiatives in B.C.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.
Ensure strong collaboration and alignment with adaptation partners such as industry, academia, and the public and private sectors.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.

Deploy the right mechanisms and accessibility to communicate timely information to British Columbians that can help reduce risks, and save lives and property.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.
Measure the progress and efficacy of the Climate Preparedness and Adaptation Strategy, and communicate this publicly in the annual climate accountability report required by the Climate Change Accountability Act.	Response received November 22, 2021.	Climate Preparedness and Adaptation Strategy not yet released.
<b>Letter on carbon pricing: August 9, 2021</b>		
Meet or exceed the national carbon price benchmark that was announced by the federal government in December 2020.	Complete. Response received August 27, 2021.	Roadmap commitment: "Beginning in 2023, B.C.'s carbon tax will meet or exceed federal carbon price requirements, while considering impacts to household affordability."
Increase support for British Columbians who are less able to adjust to rising carbon prices due to their income, location, or other measurable factors.	Response received August 27, 2021.	A commitment was included in the Roadmap but without additional details on policies, processes, or implementation.
Address the competitiveness challenges faced by EITE industries while supporting emissions reductions.	Complete. Response received August 27, 2021.	Roadmap released October 25, 2021. "In 2022, we will work with industry, the Government of Canada and Indigenous peoples to redesign the program to align with new federal carbon pricing rules while continuing to promote a competitive business environment and significant GHG reductions."



<b>Letter on the Low Carbon Fuel Standard: August 9, 2021</b>		
Recommended increasing the stringency of the Low Carbon Fuel Standard 2030 target to align with <i>CleanBC</i> province-wide and sectoral targets.	Partially complete. Response received August 27, 2021.	Roadmap released October 25, 2021. “New regulations will enhance the Low Carbon Fuel Standard, one of our most successful climate action measures. It requires fuel suppliers to make continuous reductions in their products’ carbon intensity.”
<b>Letter on a strengthened ZEV standard: July 9, 2021</b>		
Increase the ZEV sales target for 2030 from 30% of new light duty vehicles to between 80% and 100%.	Complete. Response received July 30, 2021.	Roadmap commitment: “An accelerated zero-emission vehicle (ZEV) law (26% of new light-duty vehicles by 2026, 90% by 2030, 100% by 2035).”
Introduce ZEV requirements for medium- and heavy-duty vehicles.	Partially complete. Response received July 30, 2021.	Roadmap commitment: “New ZEV targets for medium- and heavy-duty vehicles aligned with California “
<b>Letter on an improved program for local government climate action: June 23, 2021</b>		
Develop a new program with urgency as local governments depend on the Climate Action Revenue Incentive Program to help develop and deliver their climate action programs.	Complete. Response received July 21, 2021.	Roadmap commitment: “A new program to support local government climate and resiliency goals with predictable funding.”
<b>Letter on the Roadmap to 2030: May 7, 2021</b>		
Move forward with critical core policies such as the carbon tax, Zero Emissions Vehicle Standard, Low Carbon Fuel Standard, and Clean Portfolio Standard. Support more coordinated energy planning between BC Hydro and FortisBC.	Partially complete. Response received June 3, 2021.	Roadmap released October 25, 2021.

<p><b>Letter on the Clean Portfolio Standard: April 27, 2021</b></p>		
<p>Design the Clean Portfolio Standard as an absolute emissions reduction target for gas utilities as opposed to the target initially included in <i>CleanBC</i>, which was for 15% of the natural gas used in B.C. to come from renewable sources.</p>	<p>Complete. Response received June 3, 2021.</p>	<p>Roadmap commitment: "... the cap will be set at approximately 6 MT of CO<sub>2</sub>e per year for 2030, which is approximately 47% lower than 2007 levels."</p>
<p><b>Letter advising a whole of government approach to climate action: April 13, 2021</b></p>		
<p>Champion an 'all of government' approach to <i>CleanBC</i>. Continue identifying ways to ensure the objectives of <i>CleanBC</i> are considered in all government decision-making, including communication, coordination, and ambition.</p>	<p>Response received May 11, 2021.</p>	<p>Response letter: "Decision-making on <i>CleanBC</i> is led by CAS and routed through the Cabinet committee process to ensure our climate plans are embedded in broader government priorities. Moreover, the Province also uses formal structures for high-level coordination and communications, such as the Executive Director Working Group on <i>CleanBC</i> and the Priorities and Planning Secretariat."</p>
<p><b>Letter advising the Climate Preparedness and Adaptation Strategy: March 10, 2021</b></p>		
<p>Note: Advice is detailed above in the September 10, 2021 letter.</p>	<p>Response received April 13, 2021.</p>	<p>Response letter: "The Province will continue to collaborate with Indigenous Peoples, municipal and federal governments, industry, labour organizations, young British Columbians and non-governmental organizations as we finalize the strategy and move into its implementation phase."</p>

<b>Letter on protecting B.C.'s EITE industries: January 13, 2021</b>		
<p>Note: Advice is detailed above in the September 23, 2021 letter.</p>	<p>Response received January 29, 2021.</p>	<p>Response letter: "I share your concerns about the competitiveness of BC's industrial sector and, specifically, our Emissions-Intensive Trade-Exposed industries. At the same time, further greenhouse gas emissions reduction from industry are critical to B.C. achieving its legislated targets. .... This work will take place over the next year as my ministry works to build a roadmap to reach our 2030 emissions target."</p>

The Climate Solutions Council provides strategic advice to government on climate action and clean economic growth.

It includes members from First Nations, environmental organizations, industry, academia, youth, labour, and local government.

## Climate Solutions Council 2021 Members

David Black, President, MoveUP

Toni Boot, Mayor, District of Summerland

Ian Bruce, Deputy Executive Director, David Suzuki Foundation

Colleen Giroux-Schmidt, Vice President, Corporate Relations,  
Innergex Renewable Energy

Lydia Hwitsum, First Nations Summit Political Executive

Mark Jaccard, School of Resource and Environmental Management  
Director, Simon Fraser University

Khelsilem, Chairperson, Squamish Nation

Adriana Laurent, Campaigner, Leadnow

Scott Maloney, Vice President, Environment, Teck Resources Ltd.

Skye McConnell, Manager of Policy and Advocacy, Shell Canada

Kurt Niquidet, Vice President, Council of Forest Industries

Nancy Olewiler, School of Public Policy Director, Simon Fraser University

Danielle (DJ) Pohl, President, Fraser Valley Labour Council

Arjun Singh, Councillor, City of Kamloops

Merran Smith, Executive Director, Clean Energy Canada

Karen Tam Wu, Regional Director for British Columbia, Pembina Institute

Jill Tipping, President & Chief Executive Officer, BC Tech Association

**We also thank these past Council members for their  
valued contributions to our work in 2021:**

Matt Horne, Climate Policy Manager, City of Vancouver

Joie Warnock, Labour Union Representative,

Communications, Energy and Paperworkers Union of Canada