	<p>Ministry of Energy, Mines and Low Carbon Innovation</p> <p><i>Issued: February 4, 2022</i></p>	<p>Renewable and Low Carbon Fuel Requirements Regulation</p> <p>Summary for 2010 - 2020</p> <p>Information Bulletin RLCF-007-2020</p>
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Renewable and Low Carbon Fuel Requirements Regulation Summary: 2010-2020

British Columbia’s Renewable and Low Carbon Fuel Requirements Regulation (Regulation) resulted in the avoidance of over 2.1 million tonnes of greenhouse gas emissions globally in 2020, and a total of over 12.9 million tonnes between 2010 and 2020.

This Bulletin presents summary compliance data for the *Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act* (Act) and the Regulation. Part 2 and Part 3 of the Act are designed to avoid greenhouse gas emissions associated with the use of transportation fuels in British Columbia: Part 2 establishes requirements for renewable content; and Part 3 sets out requirements for greenhouse gas emission intensity reductions.

Data in this report is collected from supply data submitted to the Ministry of Energy, Mines and Low Carbon Innovation (Ministry) by fuel suppliers as part of their compliance reporting obligations. Information provided is subject to revisions as a result of improved reporting and compliance and verification activities. This report includes data for 2010 to 2020 that is current at the date of issue. However, 2016 to 2020 data does not include significant quantities of electricity for electric vehicle charging, and therefore should be treated as preliminary and subject to change. All previous versions of this report have been superseded.

Part 2: Renewable Fuel Requirements

Part 2 of the Act requires fuel suppliers to include renewable content in the gasoline and diesel fuels supplied in B.C. Since 2010, fuel suppliers have been required to include five percent renewable content in the gasoline pool. In the diesel pool, the renewable requirement was three percent in 2010 and four percent thereafter. Between 2015 and 2020, companies that supplied less than a total of 75 million litres of gasoline and diesel class fuels in a year were required to report gasoline and diesel fuel volumes but were otherwise exempt from the requirements of the Regulation. The exemption threshold was reduced to 25 million litres for the 2021 compliance period and further reduced to 200,000 litres in 2022 and subsequent compliance periods.

Table 1 – Annual Part 2 fuel volumes (million litres) and percentages

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Gasoline	4,741.1	4,469.9	4,284.6	4,343.3	4,514.9	4,623.3	4,861.6	4,852.5	4,727.8	4,814.3	4,156.1
Non-exempt Gasoline	4,459.2	4,311.0	4,079.1	4,199.7	4,320.4	4,500.5	4,717.6	4,777.5	4,638.5	4,601.1	3,890.5
Exempt Gasoline	281.9	159.0	205.5	143.6	194.6	122.8	144.0	75.0	89.3	213.2	265.6
Renewable Gasoline^A	234.7	262.7	250.8	274.9	299.0	342.9	375.1	376.0	370.4	346.0	323.1
% Renewable Content	5.0%	5.7%	5.8%	6.1%	6.5%	7.1%	7.4%	7.3%	7.4%	7.0%	7.7%
Total Diesel	3,305.1	3,654.3	3,676.4	3,638.3	3,690.4	3,427.9	3,367.5	3,646.0	3,776.1	3,681.7	3,227.5
Non-exempt Diesel	2,977.2	3,459.2	3,530.8	3,521.2	3,511.7	3,310.0	3,239.8	3,544.2	3,665.6	3,404.8	2,921.1
Exempt Diesel	327.9	195.1	145.6	117.1	178.7	117.9	127.7	101.9	110.6	255.0	285.1
Renewable Diesel^B	91.7	155.6	158.7	192.6	226.6	222.7	177.3	213.0	230.2	331.7	454.2
% Renewable Content	3.0%	4.3%	4.3%	5.2%	6.1%	6.3%	5.2%	5.7%	5.9%	8.9%	13.5%

A – Includes ethanol and co-processed renewable gasoline

B – Includes biodiesel, Hydrogenation-Derived Renewable Diesel, and co-processed renewable diesel

Note: 2016-2020 data does not include significant quantities of electricity for electric vehicle charging. This report also contains data for 2010-2020 that is current at the date of issue but may include data not yet verified by Ministry staff. Information provided is subject to revisions as a result of improved reporting and compliance and verification activities, and therefore should be treated as preliminary and subject to change.

Part 3: Low Carbon Fuel Requirements

Part 3 of the Act requires fuel suppliers to reduce the lifecycle greenhouse gas emission intensity, also known as carbon intensity, of the transportation fuel mix that they supply. Compliance is measured in terms of credits and debits, which represent the difference between the carbon intensity of the fuel and the current Part 3 (low carbon fuel) requirements for the relevant fuel class. The Regulation establishes a schedule of reductions that will reduce the carbon intensity of the transportation fuel mix in B.C. by 20 percent by 2030 relative to 2010.

Table 2 – Annual Part 3 fuel quantities reported (millions)

	Units	Fuel Class	2010	2011	2012 ^A	2013 ^B	2014 ^C	2015	2016	2017	2018	2019	2020
Diesel	L	Diesel	3,305.1	3,654.3	3,676.4	3,638.3	3,690.4	3,427.9	3,367.5	3,646.0	3,776.1	3,659.8	3,206.1
Gasoline	L	Gasoline	4,741.1	4,469.9	4,284.6	4,343.3	4,514.9	4,623.3	4,861.6	4,852.5	4,727.8	4,814.3	4,156.1
Biodiesel	L	Diesel	61.1	96.3	89.1	95.1	101.1	102.2	104.0	107.3	115.6	113.8	105.6
CNG	m ³	Diesel	- ^D	0.1 ^D	4.4	6.2	7.9	13.6	15.9	20.8	24.7	29.5	31.8
	m ³	Gasoline	0.3 ^D	1.2	1.4	1.4	1.3	1.5	1.2	0.9	0.8	0.8	0.8
Electricity^E	kWh	Diesel	184.3	185.1	190.6	185.4	180.2	182.2	180.5	204.2	205.3	204.1	197.7
	kWh	Gasoline	-	-	-	0.1	0.3	0.9	1.3	1.7	46.8	81.0	11.1
Ethanol	L	Gasoline	234.7	262.7	250.8	274.9	299.0	342.9	375.1	376.0	370.4	334.6	307.4
HDRD	L	Diesel	30.6	59.3	69.6	97.5	125.5	120.5	73.3	105.8	114.6	214.8	344.4
Hydrogen	kg	Diesel	0.2	0.3	0.3	0.2	0.1	-	-	-	9.0E-04	8.5E-04	1.8E-04
	kg	Gasoline	-	-	-	8.3E-06	1.7E-05	1.2E-03	1.3E-03	1.2E-03	5.3E-04	1.7E-03	2.9E-03
LNG	kg	Diesel	-	0.2	2.4	4.3	6.2	8.6	9.0	12.1	19.6	25.0	26.3
Propane	L	Gasoline	1.6 ^F	77.0	70.8	66.9	63.0	70.2	70.3	68.3	66.3	62.3	57.5
Ren. Diesel^G	L	Diesel	-	-	-	-	-	-	-	-	-	3.1	4.2
Ren. Gasoline^G	L	Gasoline	-	-	-	-	-	-	-	-	-	11.4	15.7

A – Quantities represent 2/3 of the 18 month compliance period ending June 30, 2013

B – Quantities represent 1/3 of the values for the 18 month compliance period ending June 30, 2013 plus 1/3 of the values for the 18 month compliance period ending December 31, 2014

C – Quantities represent 2/3 of the 18 month compliance period ending December 31, 2014

D – The supply of CNG was likely under-reported in 2010 and 2011

E – 2016-2020 data does not include significant quantities of electricity for electric vehicle charging

F – The supply of propane was under-reported in 2010

G – Renewable diesel and renewable gasoline are produced by co-processing bio feedstocks with crude oil in a petroleum refinery

Transportation Energy Use

Table 3 shows that total transportation energy use in B.C. increased from 2010 to 2019. In 2020 the total transportation energy use fell to below the 2010 level. This was likely a result of reduced motor vehicle use due to COVID-19. Year over year, an increasing proportion of demand is being met by fuels with lower carbon intensities than the fossil fuels they replace.

Table 3 – Annual energy in Petajoules supplied by Part 3 fuels

	2010	2011	2012 ^A	2013 ^B	2014 ^C	2015	2016	2017	2018	2019	2020
Diesel	127.7	141.2	142.1	140.6	142.6	132.5	130.2	140.9	145.9	141.4	123.9
Gasoline	164.5	155.1	148.6	150.7	156.6	160.4	168.7	168.3	164.0	167.0	144.2
Biodiesel	2.3	3.6	3.3	3.5	3.7	3.8	3.8	3.8	4.1	4.0	3.7
CNG	9.7E-03 ^D	5.0E-02 ^D	0.2	0.3	0.4	0.6	0.7	0.8	1.0	1.1	1.2
Electricity^E	0.7	0.7	0.7	0.7	0.6	0.7	0.7	0.7	0.9	1.0	0.8
Ethanol	5.5	6.2	5.9	6.5	7.1	8.1	8.8	8.9	8.7	7.9	7.2
HDRD	1.1	2.2	2.5	3.6	4.6	4.4	2.7	3.9	4.2	7.8	12.6
Hydrogen	2.1E-02	3.1E-02	3.4E-02	2.3E-02	1.2E-02	1.4E-04	1.6E-04	1.6E-04	2.0E-04	3.7E-04	4.3E-04
LNG	-	8.2E-03	0.1	0.2	0.3	0.5	0.5	0.6	1.0	1.3	1.4
Propane	4.0E-02 ^F	2.0	1.8	1.7	1.6	1.8	1.8	1.7	1.7	1.6	1.5
Renewable Diesel	-	-	-	-	-	-	-	-	-	0.1	0.2
Renewable Gasoline	-	-	-	-	-	-	-	-	-	0.4	0.5
Total	301.9	310.9	305.4	307.8	317.6	312.6	317.8	329.7	331.6	333.8	297.2

A – Quantities represent 2/3 of the 18 month compliance period ending June 30, 2013


B – Quantities represent 1/3 of the values for the 18 month compliance period ending June 30, 2013 plus 1/3 of the values for the 18 month compliance period ending December 31, 2014

C – Quantities represent 2/3 of the 18 month compliance period ending December 31, 2014

D – The supply of CNG was likely under-reported in 2010 and 2011

E – 2016-2020 data does not include significant quantities of electricity for electric vehicle charging

F – The supply of propane was under-reported in 2010

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Carbon Intensity

Fuel producers may apply for a unique carbon intensity based on the specific lifecycle parameters of the fuel they produce. Once the carbon intensity is approved, anyone who supplies that fuel must use the approved carbon intensity and corresponding B.C. low carbon fuel code. For the current list of approved carbon intensities and fuel codes, see: [Approved Carbon Intensities \(RLCF-012\) \(PDF\)](#).

In order to encourage producers to apply for specific carbon intensities, the Regulation sets a precautionary high default carbon intensity for each fuel type recognized by the Regulation.

Table 4^A – Annual weighted average carbon intensity (gCO₂e/MJ) of fuels reported

	2010	2011	2012	2013 ^B	2014	2015	2016	2017 ^B	2018	2019	2020
Biodiesel	69.85	16.20	21.84	21.06	20.37	16.07	15.37	6.49	2.48	-1.62	-3.29
CNG	59.74	59.74	59.74	61.21	62.14	62.14	62.14	63.64	63.64	62.38	60.78
Electricity	11.94	11.94	11.94	11.48	11.00	11.00	11.00	19.73	19.73	19.73	19.73
Ethanol	89.18	51.66	53.11	51.27	49.74	49.47	41.00	32.51	30.43	29.18	31.73
HDRD	89.99	40.30	45.42	32.11	24.72	16.37	16.40	20.08	20.27	17.87	15.12
Hydrogen	92.06	92.06	92.06	92.95	95.51	95.51	95.51	96.82	96.82	91.26	96.82
LNG	-	66.54	66.54	64.18	63.26	63.26	63.26	63.08	63.04	64.74	63.99
Propane	78.29	78.29	78.29	73.66	68.46	68.17	68.02	67.97	67.84	67.11	67.60
Renewable Diesel	-	-	-	-	-	-	-	-	-	-0.21	-0.21
Renewable Gasoline	-	-	-	-	-	-	-	-	-	-5.94	-5.94

A – The calculation of average carbon intensity for Ethanol, Biodiesel and HDRD excludes the small volumes of biofuels reported with a default carbon intensity

B – Changes in carbon intensities occurred as a result of adopting newer versions of the lifecycle assessment model, GHGenius, on July 1, 2013 and January 1, 2017



Table 5 – Gasoline renewable content (Ethanol + Renewable Gasoline) supplied (million litres) by carbon intensity range

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
CI ≤ 0	-	-	-	-	-	-	-	-	-	11.4	15.7
0 < CI ≤ 10	-	-	-	-	-	-	-	-	-	94.1	47.0
10 < CI ≤ 20	-	-	-	0.9	1.8	17.2	64.3	105.0	124.1	2.9	0.2
20 < CI ≤ 30	-	-	-	-	-	-	-	-	0.0	11.0	22.7
30 < CI ≤ 40	15.1	27.6	-	6.5	12.9	2.4	93.0	219.6	211.2	196.9	203.7
40 < CI ≤ 50	0.5	91.3	113.1	114.2	115.2	108.5	102.8	19.8	14.9	14.9	23.7
50 < CI ≤ 60	132.1	88.4	94.3	125.8	157.2	177.5	108.2	31.3	20.1	14.7	9.1
60 < CI ≤ 70	54.2	48.7	38.1	24.7	11.4	37.2	6.8	0.0	-	-	1.0
CI > 70	-	3.3	-	-	-	-	-	-	-	-	-
Default	32.8	3.6	5.3	2.8	0.4	-	-	0.3	-	0.0	0.0

Table 6 – Diesel fuel renewable content (Biodiesel + HDRD + Renewable Diesel) supplied (million litres) by carbon intensity range

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
CI ≤ 0	-	-	-	-	-	-	1.7	10.0	35.0	48.2	60.4
0 < CI ≤ 10	-	-	-	9.3	18.6	11.1	25.3	87.9	97.6	148.4	165.2
10 < CI ≤ 20	39.0	75.8	40.4	81.3	122.2	182.8	118.5	76.6	56.9	65.7	208.8
20 < CI ≤ 30	6.6	25.7	16.7	31.6	46.5	19.2	30.7	35.4	39.4	63.9	19.8
30 < CI ≤ 40	-	-	29.3	19.3	9.4	9.7	1.2	0.4	1.3	5.4	-
40 < CI ≤ 50	30.6	42.4	64.0	41.8	19.6	-	-	-	-	-	-
50 < CI ≤ 60	-	-	5.6	6.0	6.4	-	-	-	-	-	-
CI > 60	-	2.9	-	1.9	3.7	-	-	2.7	-	-	-
Default	15.5	8.8	2.7	1.4	0.2	-	-	-	-	-	0.0




Biofuel Feedstocks

As part of the approval process for the carbon intensity of a fuel, the producers are required to identify the feedstock being used to manufacture the fuel. This allows the Ministry to quantify the fuels that were supplied in each year by feedstock.

Table 7 – Annual renewable fuel volume by feedstock supplied (million litres)

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Barley & Wheat	-	-	-	6.4	12.8	0.2	1.0	-	-	-	-
Biodiesel Bottoms	-	-	-	-	-	-	-	-	-	-	6.2
Canola	38.6	71.1	48.1	62.4	76.8	91.3	95.5	92.9	79.0	64.8	65.6
Canola & Soy	3.2	2.7	39.2	19.6	-	-	-	-	-	-	-
Canola & Tallow	-	3.4	-	-	-	-	-	-	-	-	-
Corn	66.5	106.0	92.4	181.6	270.7	287.0	269.2	235.8	237.2	190.2	170.4
Corn Oil	-	-	-	3.5	7.1	1.5	1.3	0.2	7.5	-	-
Corn & Wheat	121.8	115.9	157.8	78.9	-	-	-	-	-	-	-
Refined Palm Oil (RPO)	30.6	42.4	56.9	43.3	29.7	-	-	0.3	-	-	-
Palm (RPO) & Rapeseed	-	-	5.6	2.8	-	-	-	-	-	-	-
Palm Sludge Oil (PSO)	-	-	-	46.4	92.7	71.6	43.7	42.3	3.3	3.1	1.3
Pea Starch	-	-	-	-	-	-	-	-	-	0.1	0.1
Renewable Natural Gas	-	-	-	-	-	-	-	-	-	0.8	1.6
Soy	14.8	2.8	-	7.6	15.2	11.1	9.5	14.4	36.5	54.3	54.0
Spent Bleaching Earth Oil (SBEO)	-	-	-	-	-	-	-	34.6	27.6	33.8	-
Tallow	-	16.9	7.0	3.5	-	0.3	0.4	0.5	3.7	44.6	24.4
Unknown	25.6	29.6	2.5	1.6	0.6	-	-	0.3	-	0.0	0.0
Wheat	25.2	27.6	-	8.4	16.8	55.6	104.9	139.9	133.1	144.4	136.9
Yellow Grease (UCO)	-	-	-	1.6	3.2	46.8	26.9	27.9	72.5	142.5	318.3

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Credit and Debit Generation

The Regulation sets carbon intensity targets that decline each year. Fuel suppliers generate credits for supplying fuels with a carbon intensity below the targets and receive debits for supplying fuels with a carbon intensity above the targets. The debits and credits are proportional to the emissions a fuel generates over its full life cycle. Credits or debits for a quantity of fuel in a given compliance year are calculated by the following formula:

$$\text{Credit or Debit} = (\text{CI fuel class} \times \text{EER fuel} - \text{CI fuel}) \times \text{EC fuel} / 1,000,000$$

Where:

Credit or Debit = the number of credits generated, if the number is positive, or the number of debits incurred, if the number is negative, for the compliance period

CI fuel class = the prescribed carbon intensity limit for the compliance period for the class of fuel of which the fuel is a part

EER fuel = the prescribed energy effectiveness ratio for that fuel in that class of fuel

CI fuel = the carbon intensity of the fuel

EC fuel = the energy content of the low carbon fuel calculated in accordance with the Regulation, using the prescribed energy densities


Values for the Credit or Debit formula, including CI fuel class, EER and prescribed energy densities are published in the [Renewable & Low Carbon Fuel Requirements Regulation](#).

Table 8 – Net credits (debits) generated by fuel

	Fuel Class	2013-14	2015	2016	2017	2018	2019	2020
Petroleum Diesel	Diesel	(238,201)	(299,356)	(409,470)	(649,294)	(872,719)	(997,493)	(972,066)
Petroleum Gasoline	Gasoline	(245,043)	(340,347)	(500,784)	(729,216)	(922,015)	(1,125,260)	(1,081,031)
Biodiesel^A	Diesel	402,547	283,579	287,812	317,198	352,323	357,746	334,441
CNG	Diesel	9,571	10,413	11,611	13,677	15,033	18,011	20,223
	Gasoline	1,770	1,276	986	674	559	543	481
Electricity^B	Diesel	232,071	154,282	151,206	164,162	162,211	158,446	151,497
	Gasoline	425	866	1,310	1,648	43,865	74,651	10,062
Ethanol^A	Gasoline	385,064	288,175	382,431	454,515	453,956	409,634	350,803
HDRD	Diesel	464,919	329,343	197,776	270,095	285,936	543,505	893,038
Hydrogen	Diesel	1,405	-	-	-	9	8	2
	Gasoline	0	16	18	18	8	28	42
LNG	Diesel	14,216	12,747	12,870	17,150	26,211	29,474	30,541
Propane	Gasoline	42,906	30,431	29,169	27,413	24,625	22,185	18,368
Renewable Diesel	Diesel	-	-	-	-	-	10,349	14,109
Renewable Gasoline	Gasoline	-	-	-	-	-	34,320	46,823
Total Net Credits (Debits)		1,071,650	471,425	164,936	(111,959)	(429,997)	(463,852)	(182,666)

A – Some biodiesel and ethanol was reported using the default carbon intensity resulting in debits. The data reflects the net number of credits generated in the compliance period

B – 2016-2020 data does not include significant quantities of electricity for electric vehicle charging

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Lifecycle Greenhouse Gas Emissions Avoided

“Emissions avoided” for a given compliance period means the avoided lifecycle emissions calculated according to the following formula, which is similar to the formula used for calculating credits and debits under the Act. Most fuels have lifecycle emissions that occur in several jurisdictions. The values below therefore include emission reductions that occur in British Columbia and elsewhere.

$$\text{Tonnes of CO}_2\text{e Avoided} = (\text{CI fossil fuel displaced} \times \text{EER fuel} - \text{CI fuel}) \times \text{EC fuel} / 1,000,000$$

Where:

CI fossil fuel displaced = the carbon intensity prescribed for the displaced fuel in that compliance period

EER fuel = the prescribed energy effectiveness ratio of the low carbon fuel

CI fuel = the carbon intensity of the low carbon fuel

EC fuel = the energy content of the low carbon fuel calculated in accordance with the Regulation, using the prescribed energy densities


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Table 9^A – Lifecycle emissions avoided (tonnes CO₂e) by fuel

	2010	2011	2012 ^B	2013 ^C	2014 ^D	2015	2016	2017	2018	2019	2020
Biodiesel	176,238	274,372	235,316	254,255	273,195	292,410	300,376	335,198	377,524	388,282	366,636
CNG	294 ^E	1,496 ^E	5,740	6,837	7,934	12,910	14,521	17,856	20,939	26,396	30,255
Electricity^F	144,008	145,830	164,696	160,873	157,051	159,314	158,301	175,310	221,649	255,124	179,188
Ethanol	192,072	238,823	219,394	242,074	264,753	305,801	409,500	493,529	503,998	465,265	408,865
HDRD	50,564	114,878	121,702	218,554	315,406	339,641	206,529	288,400	311,712	602,947	1,001,285
Hydrogen	1,821	2,654	2,888	1,925	963	17	20	20	20	42	53
LNG	-	219	3,418	6,638	9,858	13,814	14,428	20,168	32,529	39,432	42,408
Propane	478 ^G	23,480	21,611	25,986	30,361	34,347	34,676	35,062	34,306	33,371	30,107
Renewable Diesel			-	-	-	-	-	-	-	11,247	15,515
Renewable Gasoline			-	-	-	-	-	-	-	37,100	51,180
Total	565,475	801,753	774,763	917,142	1,059,521	1,158,253	1,138,350	1,365,544	1,502,678	1,859,206	2,125,493

A – The calculations in this table do not account for the difference in efficiency between compression ignition engines (i.e. diesel) and spark ignition engines (i.e. gasoline), and are therefore conservative estimates of emissions avoided for those fuels that were consumed in a compression ignition engine. Prior to July 1, 2013, compression ignition engines were prescribed an EER of 1.2 under the Regulation (relative to spark ignition engines).

B – Quantities represent 2/3 of the 18 month compliance period ending June 30, 2013

C – Quantities represent 1/3 of the values for the 18 month compliance period ending June 30, 2013 plus 1/3 of the values for the 18 month compliance period ending December 31, 2014

D – Quantities represent 2/3 of the 18 month compliance period ending December 31, 2014

E – The supply of CNG was likely under-reported in 2010 and 2011

F – 2016-2020 data does not include significant quantities of electricity for electric vehicle charging

G – The supply of propane was under-reported in 2010

Credit Market Scope


Under section 6 of the Act, Part 3 fuel suppliers generate credits by supplying a fuel with a carbon intensity below the prescribed carbon intensity limit and incur debits when supplying a fuel with a carbon intensity above the limit (e.g. petroleum-based gasoline and diesel). In addition, Part 3 fuel suppliers may also enter into Part 3 Agreements with the Director under the Act to take actions that would have a reasonable possibility of reducing GHG emissions through the use of Part 3 fuels sooner than would occur without the agreed-upon action. The table below shows the quantity of debits incurred and credits generated each year. All values are subject to adjustment as a result of compliance and verification activities.

Table 10 – Credit Market Scope

Compliance Period	Debits Incurred from Fuel Supply	Credits Generated from Fuel Supply ^A	Credits Awarded from Part 3 Agreements	Surplus Credits (Debits)
2013	161,091	518,307	-	357,217
2014	322,182	1,036,615	-	714,433
2015	639,704	1,111,129	66,380	537,805
2016	910,254	1,075,190	166,618	331,554
2017	1,379,343	1,267,384	97,833	(14,126)
2018	1,794,734	1,364,737	200,592	(229,405)
2019	2,122,753	1,658,901	231,774	(232,078)
2020	2,053,099	1,870,433	188,948	6,282

A – 2016-2020 data does not include significant quantities of electricity for electric vehicle charging

The credits awarded from Part 3 Agreements are for the completion of project milestones during a given compliance period. For the 2013 and 2014 time periods, the quantities of debits and credits represent 1/3 and 2/3 respectively of the 18th month compliance period ending December 31, 2014.

	<p>Ministry of Energy, Mines and Low Carbon Innovation</p> <p><i>Issued: February 4, 2022</i></p>	<p>Renewable and Low Carbon Fuel Requirements Regulation</p> <p>Summary for 2010 - 2020</p> <p>Information Bulletin RLCF-007-2020</p>
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Need more information?

Please visit the Low Carbon Fuels website at www.gov.bc.ca/lowcarbonfuels or email us at lcfs@gov.bc.ca.

This information is for your convenience and guidance only and does not replace or constitute legal advice. It is recommended that parties who may be a Part 3 Fuel Supplier review the *Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act* and the Renewable and Low Carbon Fuel Requirements Regulation and seek independent legal advice to confirm their status, legal obligations and opportunities. The *Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act* and the Renewable and Low Carbon Fuel Requirements Regulation can be found on the internet at: <http://www.bclaws.ca>.