Minutes - Executive Policy Committee – February 6, 2008

REPORTS

Minute No. 145 City of Winnipeg Green Vehicle Plan
File E

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee directed the Winnipeg Public Service to report back to the appropriate Committee of Council with a City of Winnipeg Green Vehicle Plan, developed in consultation with appropriate city departments, and that the Plan include, but not be limited to the following components:

1. Strategies to reduce fuel consumption and emissions, including:
   - Right-sizing the Fleet
   - Purchasing the most fuel efficient vehicles, where operationally feasible
   - Purchasing hybrid vehicles, where operationally feasible
   - Developing an Anti-idling Policy
   - Using alternative fuels (i.e. ethanol and biodiesel)

2. Performance measures, including monitoring and documenting fuel savings and GHG reductions.

Minutes - Executive Policy Committee – February 6, 2008

DECISION MAKING HISTORY:

Moved by Councillor Swandel,

WHEREAS in 1998 the City of Winnipeg committed to the Federation of Canadian Municipalities Partners for Climate Protection program whereby the city committed to achieving a 20% reduction in its corporate greenhouse gas emissions by 2012 from 1998 levels;

AND WHEREAS the Climate Change Action Plan describes how the city will meets its greenhouse gas emission targets and how progress will be measured;

AND WHEREAS the city's most recent greenhouse gas emission inventory is 18.05% below 1998 levels;

AND WHEREAS the city's vehicle fleet accounts for 34% of our total corporate emissions;

AND WHEREAS jurisdictions like Hamilton, Vancouver, Ottawa, and Toronto have adopted Green Vehicle Plans to reduce their operating costs through fuel savings and reduce their fleet emissions by up to 25%;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to report back to the appropriate Committee of Council with a City of Winnipeg Green Vehicle Plan, developed in consultation with appropriate city departments, and that the Plan include, but not be limited to the following components:

1. Strategies to reduce fuel consumption and emissions, including:
    - Right-sizing the Fleet
    - Purchasing the most fuel efficient vehicles, where operationally feasible
    - Purchasing hybrid vehicles, where operationally feasible
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    - Using alternative fuels (i.e. ethanol and biodiesel)

2. Performance measures, including monitoring and documenting fuel savings and GHG reductions.

Carried

Ken Klassen submitted a PowerPoint presentation entitled "Green or Greenwash? Putting the City of Winnipeg's Green Vehicle Policy into Perspective" dated February 6, 2008.

Green or Greenwash?

Putting the City of Winnipeg's Green Vehicle Policy into Perspective

Presentation to:
Executive Policy Committee
February 6, 2008

Presented by:
Ken Klassen
58 Fulham Avenue
Winnipeg, MB R3N 0G2


“We’re in a mess. The city’s a mess.”
Mayor Sam Katz
Winnipeg Free Press, January 12, 2008

"You need people who are prepared to speak truth to power, to have arguments with you and tell you, 'Mr. Mayor that's wrong. This is not a good use of public money. There is a better way to do this…"

Professor Paul Thomas

Political Scientist, University of Manitoba
Winnipeg Free Press, January 12, 2008

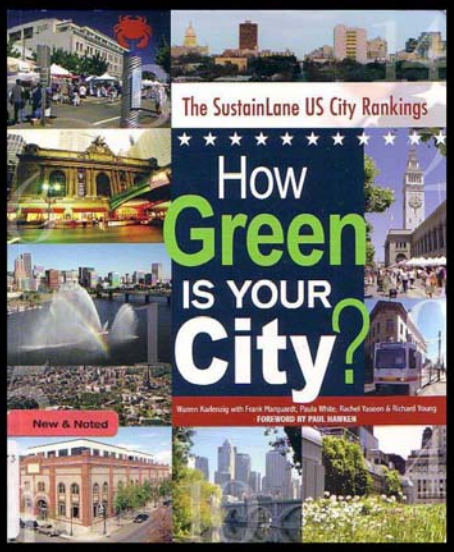
Overview

1. Impact of proposed Green Vehicle Policy
2. Misleading claim about corporate GHG reductions
3. Failure to support community-wide GHG reductions
4. Fundamental flaws in transportation planning
5. Need for real leadership on climate change


VANITY FAIR
GREEN ISSUE
SPECIAL REPORT GLOBAL WARMING
TIME
BE WORRIED. BE VERY WORRIED.
Climate change isn't some vague future problem—it's already damaging the planet at an alarming pace. Here's how it affects you, your kids and their kids as well
EARTH AT THE TIPPING POINT
HOW IT THREATENS YOUR HEALTH
HOW CHINA & INDIA CAN HELP SAVE THE WORLD—OR DESTROY IT
THE CLIMATE CRUSADERS
The Economist
The greening of America
The New York Times Magazine
The Greening of Geopolitics
AZURE
DESIGN ARCHITECTURE ART
THE GREEN REVOLUTION
WIND TURBINES, CLEAN CARS AND MORE

C40 CITIES
CLIMATE LEADERSHIP GROUP

CLINTON FOUNDATION | CLINTON CLIMATE INITIATIVE



ENERGY || A CALL FOR CONSERVATION

Oil executives sound alarm about fuel use

BY SHAWN McCARTHY OTTAWA

When executives from the world's largest oil companies say we need to cut back on our consumption, it should serve as the ultimate wake-up call about a looming energy crunch.

Yesterday, the former chairman of **Exxon Mobil Corp.** and the current chairman of **Chevron Corp.** led an urgent call for dramatic increases in vehicle fuel mileage standards and the rapid adoption of ethanol and other biofuels.

Without those measures and a host of others, the U.S. could face a punishing energy crisis by 2030 that would spare no energy consuming nation.

The call to arms was issued in Washington yesterday by a committee of the National Petroleum Council, which was chaired by former Exxon chairman Lee Raymond. He was joined on it by Chevron chairman and chief executive officer David O'Reilly.

With U.S. Energy Secretary Sam Bodman in attendance, the council released an exhaustive report on U.S. and global energy challenges over the next 25 years, and offered a series of "hard truths" about the massive investment, both public and private, needed to meet rising energy demand.

The committee warned that there will need to be tremendous spending on exploration, development and infrastructure to discover new reserves. And it said that rising demand from emerging economies could drive crude prices well above the current, near-record levels of about $75 (U.S.) a barrel.

"This demand may outpace timely development of new supply sources, thereby pressuring prices to rise," the report said.

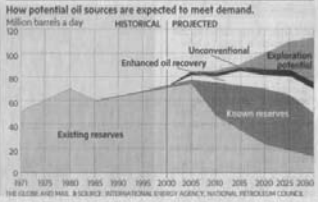
The petroleum council report said the consensus view among forecasting agencies is that world energy demand will increase 50 to 60 per cent by 2030. And it said the U.S. will become increasingly dependent for its petroleum supplies on countries in the Middle East, Russia and the other Asian states of the former Soviet Union.

The oil executives issued their standard call for more access to potential U.S. reserves offshore and in protected wilderness areas. But they also broadened their list of recommendations to include venturing into areas far less typical for the conservative industry.

They urged the U.S. to moderate its own demand growth by increasing efficiency in en-

Planning ahead

How potential oil sources are expected to meet demand.



THE GLOBE AND MAIL & SOURCE: INTERNATIONAL ENERGY AGENCY, NATIONAL PETROLEUM COUNCIL

The report urged a rapid ex pansion of ethanol and biodi sel use, saying the country w have to diversify its fuel mix lessen its dependence on im ported oil.

The council also recom mended the expansion of nu clear energy and concerted government effort to develop clean-coal technologies.

It warned that growing re source nationalism around th world – and the concentratio of production in a few keys re gions – could threaten U.S. in terests in the future.

"Many of the expected changes could heighten the risks to U.S. energy security i

WORLD ECONOMIES

CALL TO ACTION



Cabs queue up at a taxi stand to serve passengers in Beijing in June, 2006. At existing trends, China will surpass the United States to become the world's largest energy consumer after 2010. AFP

Rise in global energy demands 'alarming,' IAE says

Agency's 675-page report urges 'vigorous, immediate and collective policy action by all governments' to avert climate crisis

BY ERIC REGULY

In an unusually grim and direct warning, the International Energy Agency has predicted that the "alarming" rise in energy demand will speed up climate change, threaten global energy

Unquenchable energy thirst

Driven by the energy demands of China and India, the International Energy Agency concludes that the world's overall energy needs will be "well over 50 per cent higher in 2030 than today."

WORLD ENERGY DEMAND

"There was a lot of talk and a lot of targets, then peanuts happened," he said.

The report barely mentions the Alberta oil sands, whose vast reserves are second only to Saudi Arabia's. The omission was no accident. In spite of their

States and Japan today.

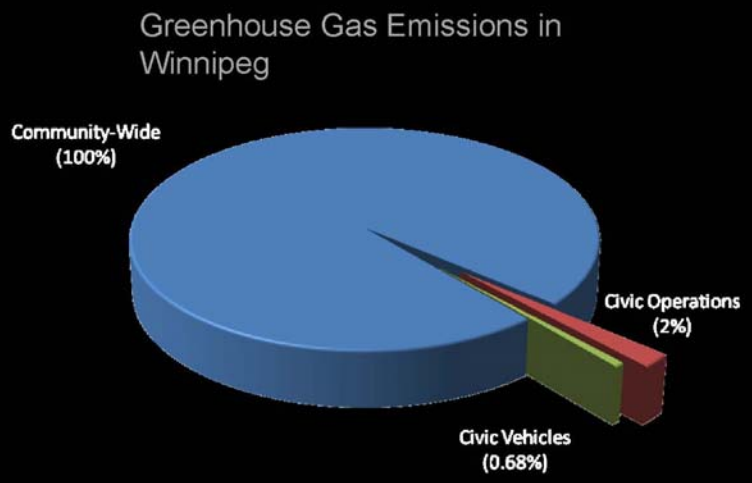
At existing trends, China will surpass the United States to become the world's largest energy consumer after 2010. Oil demand for Chinese transportation use will quadruple between 2005 and 2030. The fleet of cars

a high-growth scenario could push the price significantly higher. Analysts at some investment firms, among them Barclays Capital, expect prices of $100 or more in the near term (the price hit a record $97 yesterday).



Green Vehicle Policy impact

- Policy impact needs to be seen in broader context:



Green Vehicle Policy impact

- How civic employees get to work is also important

	U.S. UNITS	METRIC UNITS
Average U.S. commute distance – one way[1]	12.2 mi	19.6 km
U.S. average vehicle fuel economy – 2006[2]	21.0 mi/gal	8.9 km/liter
Work days	235 days/yr	
Annual fuel consumption	273 gal/year	1,030 liters/yr
Annual fuel consumption per automobile commuter[3]	33,900 kBtu/yr	9,890 kWh/yr
Transportation energy use per employee[4]	27,700 kBtu/yr	8,100 kWh/yr
Average office building occupancy[5]	230 ft²/person	21.3 m²/person
Transportation energy use for average office building	121 kBtu/ft²	381 kWh/m²
Operating energy use for average office building[6]	92.9 kBtu/ft²-yr	293 kWh/m²-yr
Operating energy use for code-compliant office building[7]	51.0 kBtu/ft²-yr	161 kWh/m²-yr
Percent transportation energy use exceeds operation energy use for an average office building	30.2%	
Percent transportation energy use exceeds operation energy use for an office building built to ASHRAE 90.1-2004 code	137%	

Source: Environmental Building News

FCM's Partners for Climate Protection

- City of Winnipeg has committed to PCP
  - Almost a decade since making commitment (November 25, 1998)

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
     - Two inventories: corporate and community

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
     - Two inventories: corporate and community
     - Reality check: Flawed corporate inventory ×
       No community inventory ×

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
     - FCM recommended targets:
       - 20% reduction for corporate GHGs within 10 years
       - 6% reduction for community GHGs within 10 years

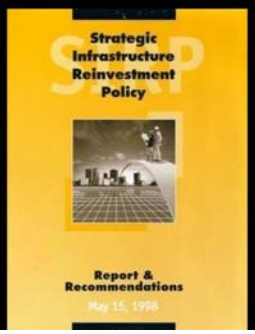
FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
     - FCM recommended targets:
       - 20% reduction for corporate GHGs within 10 years
       - 6% reduction for community GHGs within 10 years
     - Reality check:
       - 20% corporate target ✓
       - No community target ×
       - No commitment to longer term targets ×

Flawed transportation planning

- Sustainable transportation planning principles and policies are being ignored
  - Plan Winnipeg
  - Strategic Reinvestment Policy Report (SIRP)
  - Sustainable Winnipeg







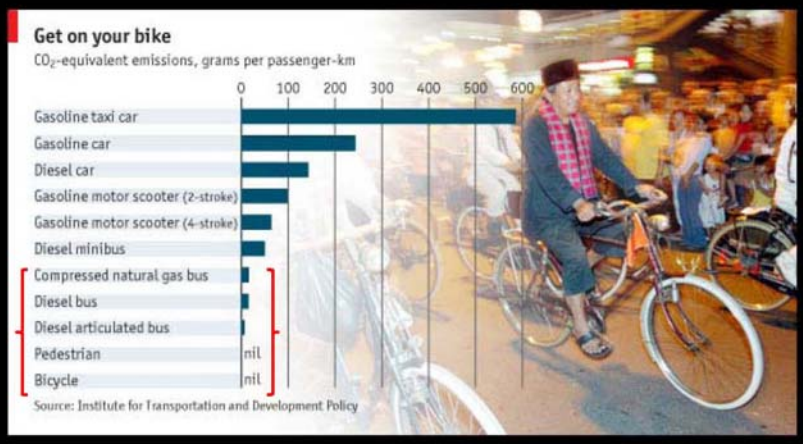
Flawed transportation planning

- Current capital budget guarantees failure
  - Transportation is largest source of GHGs for Winnipeg
  - Major expansion of regional street system rather than transit and other alternatives will increase GHGs



Flawed transportation planning

- Biggest savings occur from modal shifts away from cars



Flawed transportation planning

- Is traffic congestion a major problem in Winnipeg?

Place of Residence	Average Duration of Round Trip for Workers
Toronto	80 minutes
Montreal	76
Vancouver	67
Ottawa-	66
Calgary	67
Edmonton	63
Quebec City	57
Winnipeg	**61**
Hamilton	65

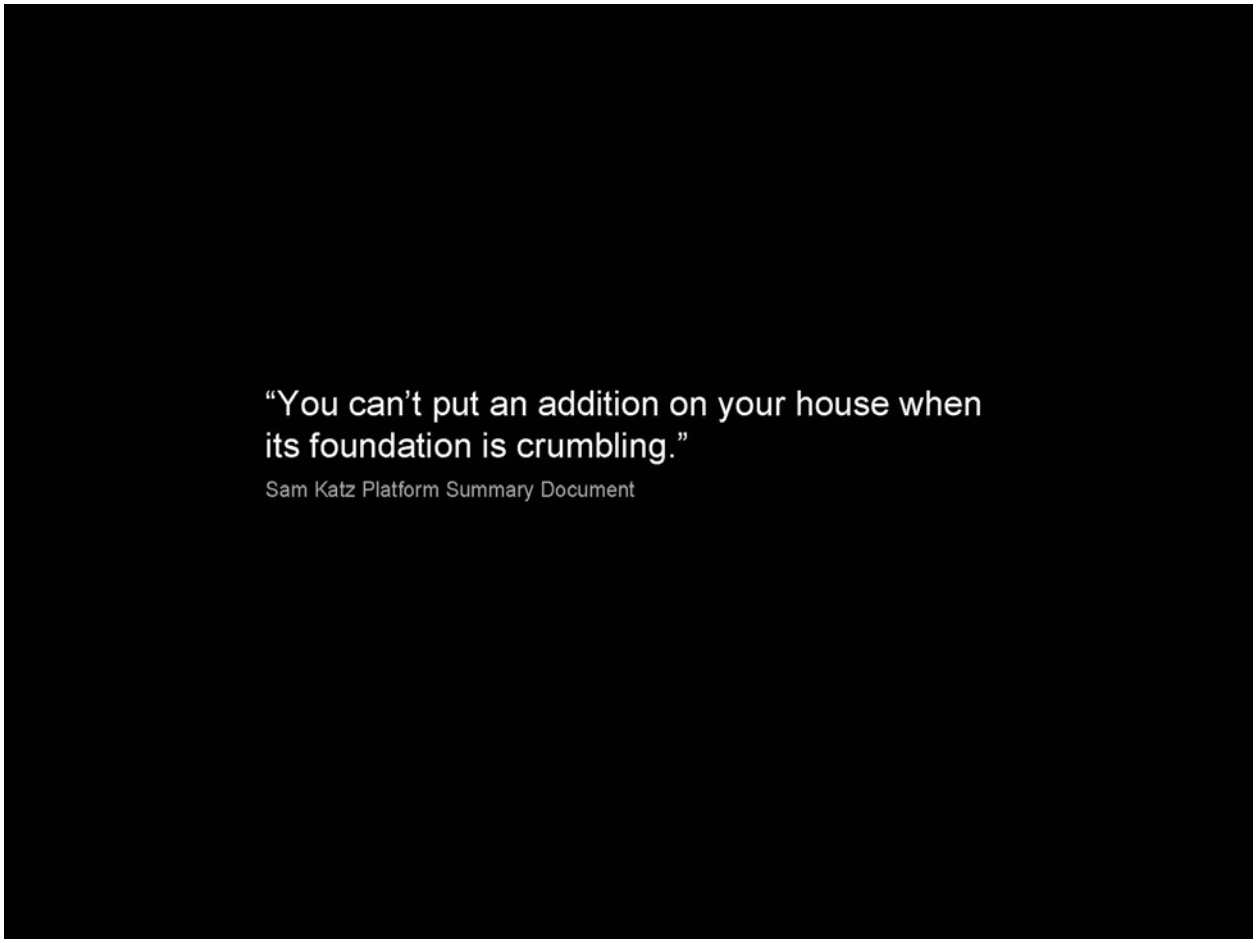
Source: Statistics Canada

Flawed transportation planning

- Is congestion relief a major priority for Winnipeggers?

Measure	Funding	Priority
Infrastructure maintenance	Increase	Immediate
Transit Improvements	Increase	Immediate
Incentives to reduce auto use	Increase	Immediate
Transportation Demand	Increase	Immediate
Correct bottlenecks	Same	Not immediate
Expand regional road system	Same	Not Immediate

Source: TransPlan 2010 Community Consultation


“You can’t put an addition on your house when its foundation is crumbling.”
Sam Katz Platform Summary Document

Flawed transportation planning

- Capital projects with no public cost-benefit analysis
  - Chief Peguis Trail - $64.0 million
  - Inkster widening* - $32.1 million

  $109.7 million

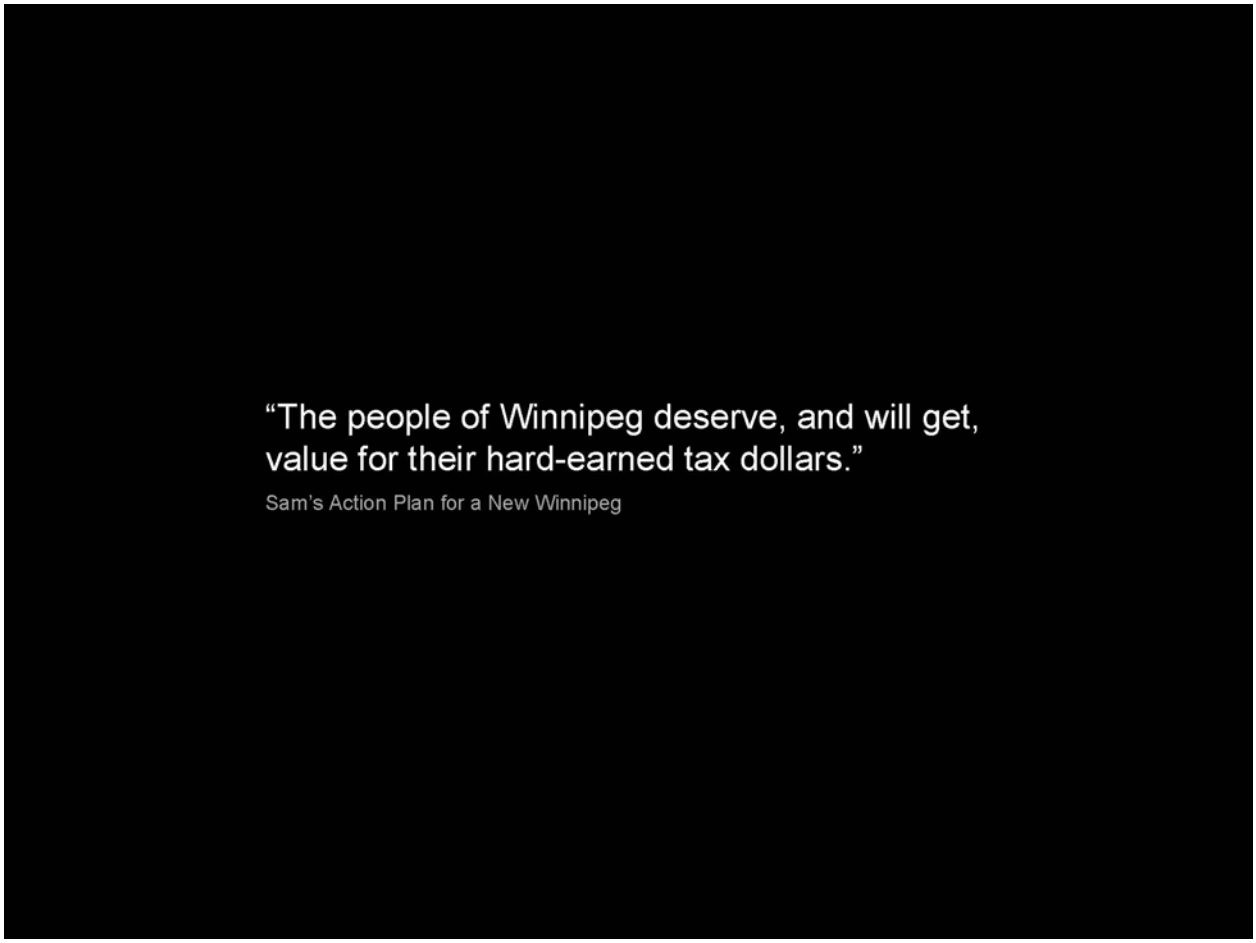
  - McGillivray widening - $13.6 million
  - Waverley underpass - $77.0 million

  $168.5 million

  - Kenaston widening - $91.5 million

  $278.2 million

* Only project listed above that is in Plan Winnipeg Policy Plate B - Transportation


“The people of Winnipeg deserve, and will get, value for their hard-earned tax dollars.”
Sam’s Action Plan for a New Winnipeg

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
     - Corporate and community emissions
     - Should include community input

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
     - Corporate and community emissions
     - Should include public input
     - Reality check:
       - Corporate plan ✓
       - No meaningful public input ×
       - No community plan ×

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
  4. Implement local action plan

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
  4. Implement local action plan
     - Reality Check:
       - No hope of meeting a community target ×
       - Corporate target unlikely to be met ×

FCM's Partners for Climate Protection

- Claimed 18.05% reduction involves creative accounting
  - Obscures fact that significant amount of corporate emissions have been shifted and not eliminated
    - sale of Winnipeg Hydro
    - service reductions
    - contracting out of services

FCM's Partners for Climate Protection

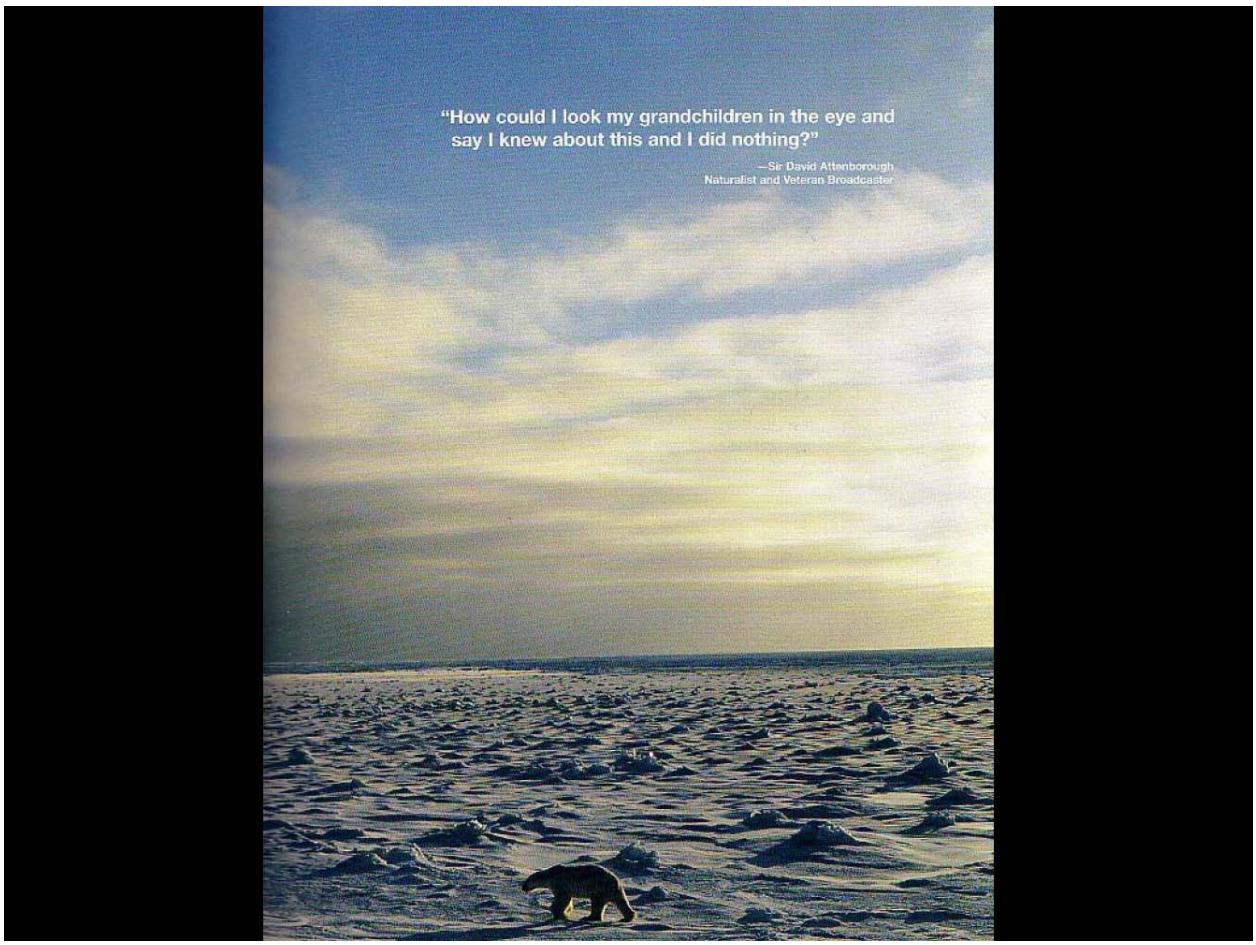
- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
  4. Implement local action plan
  5. Monitor progress and report results

FCM's Partners for Climate Protection

- PCP milestones:
  1. Create GHG inventory and forecast
  2. Set emissions reduction plan
  3. Develop local action plan
  4. Implement local action plan
  5. Monitor progress and report results
     - Only corporate GHGs monitored and reported so far ×

Recommendations

1. Expand scope of Green Vehicle Policy to include 'Green Commuting Policy' for civic employees
2. Be more honest about corporate GHG reductions
3. Make community-wide GHG reductions a priority
4. Address fundamental flaws in transportation planning
5. Show real leadership on climate change


"How could I look my grandchildren in the eye and say I knew about this and I did nothing?"
—Sir David Attenborough
Naturalist and Veteran Broadcaster