

A Compendium of

GHG Reduction Legislation & Regulations Across Canada

CANADA WEST FOUNDATION

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More information on the Canada West Foundation can be found at *cwf.ca*.

Canada West Foundation

110 – 134 11 Avenue SE
Calgary, Alberta T2G 0X5
Phone: 403-264-9535
Email: cwf@cwf.ca

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Adria Fradley, Adrian Vannahme, Anthony Weatherby, Catherine Gauthier, David Stevenson, Erin Taylor, Gerald Crane, Jason Hollett, Jennifer Dagg, John Moffet, Lisa Shultz, Nathen Richea, Patrick Fancott and Todd Brunner.

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Introduction

This compendium presents a comprehensive list of all **legislation and **regulations** at the federal, provincial or territorial (F/P/T) level that in some way regulate emissions of greenhouse gases (GHGs).**

With the increasing focus across all sectors of society on reducing GHG emissions, governments across the country have enacted legislation and regulations intended to further this goal. The approaches taken have varied widely, employing a variety of policy tools applied across an array of sectors and contexts.

When these policies complement each other, opportunities to achieve emission reduction goals are enhanced. But when these policies overlap or contradict each other, it can create confusion, increase costs and reduce competitiveness – or even result in court challenges being mounted by one jurisdiction against another. An excess of policies working in the same space also contributes to a perception of regulatory pancaking,¹ or excessive burden on businesses around compliance.

Without a comprehensive list, it is not possible to understand the landscape of what exists currently and how existing regulations interact and overlap. A comprehensive list is also crucial to being able to analyze whether any new proposed regulation will be effective in inducing additional GHG reductions, or merely add red tape and cost.

In this compendium, the focus is on legislation and regulations, rather than programs or policies.² This is because legislation and regulations represent baseline legal requirements for compliance and because regulations are more durable than programs (programs often expire with limited funding).

Moreover, the compendium only includes regulations at the F/P/T level and does not include municipal-level regulations or requirements that may have been established by industry associations. This decision was made in order to keep the amount of information manageable.

The compendium itself begins on page 15 of this report. A description of the methodology used and the main findings precede it. A downloadable version of the compendium in Excel format is available at the Canada West Foundation's website (cwf.ca).

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↓ The Compendium (Excel format)

¹ See, for example: Canadian Chamber of Commerce. 2019. *The Unsavory Pancaking of Canada's Climate Regulations: A High Cost Climate Strategy Canadian Businesses Find Hard to Swallow*.

² As an example of regulations vs. programs: the compendium includes B.C.'s Zero Emission Vehicle Standard (a *regulation* that requires car manufacturer to produce a certain percentage of ZEVs). The compendium does not include B.C.'s ZEV purchase incentive program (a *program* that offers money to individuals to help them purchase ZEVs).

Findings

The compendium starts on page 15 and presents a complete list of legislation and regulations from each jurisdiction (federal, provincial and territorial) that have been established to reduce GHG emissions. It also describes what mechanisms or policy tools are used, who the regulated party is, and what sectors are directly affected. This section presents our key findings about the approaches that have been used and the implications for different sectors.

Different approaches are taken by different jurisdictions

The first thing the compendium makes clear is that very different approaches to legislating emissions reduction have been taken by different provinces.

Some provinces bundle multiple regulations under one encompassing piece of legislation (such as Ontario's *Environmental Protection Act*, with 10 associated regulations related to GHG emissions); other provinces employ more narrow legislation that pairs an Act with a single regulation under it (such as Saskatchewan's *Ethanol Fuel Act* and Ethanol Fuel Regulations, *Renewable Diesel Act* and Renewable Diesel Regulations, and *Oil and Gas Conservation Amendment Act* and Oil and Gas Emissions Management Regulations).

Sometimes provinces create new legislation specifically tailored to match the goal of GHG emissions reduction in a particular sphere (such as Manitoba's *Industrial Greenhouse Gas Emissions Control and Reporting Act*); other jurisdictions adapt existing legislation to further their objectives (for example, the federal government's 2017 Locomotive Emissions Regulations associated with the 1985 *Railway Safety Act*).

Some provinces embed their GHG emissions reduction approaches in legislation; others prefer to use non-legislation tools such as strategies, programs, plans or industry agreements.

While no single method is better than the others, the differences highlight that jurisdictional approaches are not directly comparable. It is not appropriate to gauge the fulsomeness of a province's approach by simply counting the number of regulations it has.

³ Court challenges to federal legislation add further confusion. The Supreme Court is expected to hear appeals of the Ontario and Saskatchewan and possibly Alberta decisions in the fall of 2020.

Four legislative tools are used

A review of the approaches taken shows that there are four sets of tools governments use with respect to reducing GHG emissions: taxes, reporting requirements, requiring fuel substitution and setting standards or limits.

Taxes come in two forms: carbon taxes tied to the use of fuels, and an output-based pricing system on large emitters. Both these taxes apply across the country, although there is variance across provinces and territories as to whether the federal scheme applies or, as in B.C., P.E.I. and the N.W.T. (among others), the province or territory establishes its own mechanism.³

Reporting requirements are in force at the federal level, and also in six provinces: B.C., Alberta, Saskatchewan, Ontario, Nova Scotia and Newfoundland. Most of these regulations apply to industrial emitters, and require the reporting of emissions above a certain level (10,000 tonnes of CO₂e/year for federal, B.C., Alberta, Saskatchewan and Nova Scotia; 15,000 tonnes for Newfoundland; and 50,000 tonnes for Nova Scotia and Ontario).⁴ These reporting requirements may sit in tandem with requirements for emissions reduction for some or all of the reporting facilities. In addition, B.C. requires public sector organizations to report GHG emissions.

Fuel substitution mandates switching from one type of energy source to a lower-carbon energy source. This manifests in different ways, sometimes requiring a specific type of fuel to be omitted, sometimes requiring a specific type of fuel to be used

or blended as percentage of fuel. Figure 1 shows that the most common type of fuel switching mandated by the regulations is biofuel supplementation in gasoline or diesel fuel. Eliminating coal, generating electricity from renewable sources and mandating the manufacture or sale of zero-emission rather than combustion engine vehicles are also regulatory approaches used to directly reduce emissions (that is, they do not rely on price-induced behavioural change).

Limits or performance standards are the most widely-used tool. Limits or standards may apply to a jurisdiction, sector, facility or product. As shown in Figure 2, this includes:

- Setting emissions standards for vehicles
- Setting emissions standards for industrial facilities
- Placing limits on emission or inclusion of specific substances (such as methane, sulphur or carbon)
- Capping total emissions from a region or sector
- Setting reduction targets
- Mandating energy efficiency standards for appliances or equipment

⁴ Ontario falls under both the 10,000 and 50,000 tonne/year categories for different regulations.

Figure 1 // Number of fuel substitution regulations across all jurisdictions

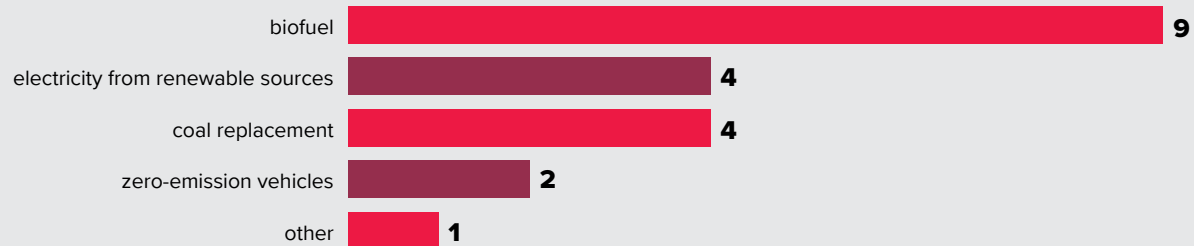
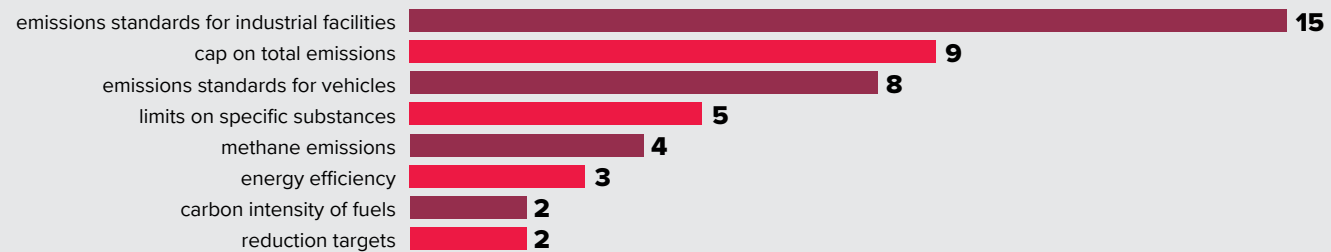


Figure 2 // Number of regulations setting limits or standards across all jurisdictions



There are some differences by sector, but many more similarities

This section discusses the extent to which different sectors are targeted by legislation/regulations to induce change.

To provide context, Figure 3 shows the proportion of GHG emissions that were produced by different sectors in 2018, according to ECCC's National Inventory Report. The figure shows that the majority of emissions were produced by the oil and gas sector (27% of total emissions), followed by transportation (26%), buildings (13%), heavy industry (11%) and agriculture (10%).

Figure 3 // GHG emissions by sector, Canada, 2018

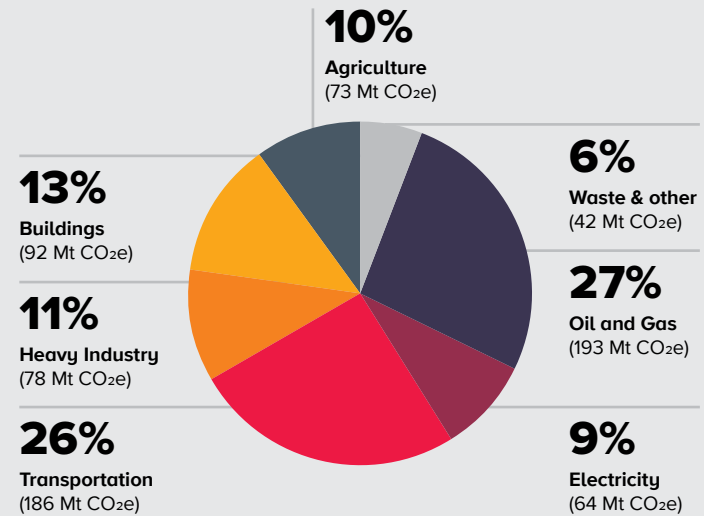


Figure 4 // Percent of GHG legislation/regulations that apply to each sector

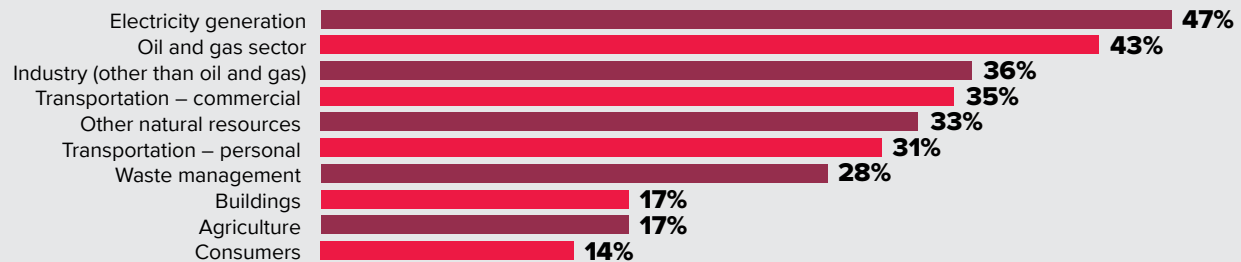


Figure 3

Source: Environment and Climate Change Canada. (2020) National inventory report: greenhouse gas sources and sinks in Canada, 1990-2018.

Note: 'Other' includes coal production, light manufacturing, construction and forest resources.

Figure 4

Note: percentages total more than 100% as a regulation may apply to more than one sector. Please also see note in 'Methodology' about the difficulties in attempting to count numbers of regulations.

Figure 4 shows the proportion of legislation and regulations listed in the compendium that apply to each sector. For the most part, the legislation/regulations focus on those sectors that have higher emissions (oil and gas, transportation); but electricity, although only the sixth highest source of emissions, is the sector subject to the largest number of legislation and regulations. Buildings and agriculture, by contrast, are subject to relatively few. Legislation and regulations specific to each sector are discussed below.

Electricity

Nearly half of all GHG emissions legislation and regulations apply to the electricity sector.

Electricity is a relatively easy sector in which to legislate emissions reductions, because the sector is already heavily regulated and in many provinces is controlled or owned by government. In addition, there are relatively few facilities that generate electricity; as of 2018, 101 fossil fuel electric power generation facilities were listed in the federal govt GHG reporting program (plus another 16 'other' electric power generation) out of about 1,700 facilities reporting across all sectors.

There are a number of pieces of legislation/regulations that apply specifically to the electricity sector:

- Alberta, B.C., Nova Scotia, New Brunswick and P.E.I. mandate minimum amounts of renewable electricity production.
- B.C. requires electricity generators to store, sequester or offset emissions.
- Nova Scotia has a hard cap on GHG emissions from the electricity sector.
- Manitoba and P.E.I. require improvements in demand-side efficiency (i.e., efficiency of electricity use by consumers).

- The federal government has performance standards for natural gas-fired power plants.
- Ontario has several pieces of legislation that regulate the end of coal use for electricity.
- The federal government has a cap on the amount of electricity that may be produced from coal.⁵

Most of the applicable legislation, however, is aimed at large industrial facilities broadly – and includes but is not specific to the electricity sector. This includes, for example, reporting requirements or emissions limits/standards for individual facilities (federal, B.C., Alberta, Saskatchewan, Ontario, Québec, New Brunswick, Nova Scotia, Newfoundland). It also includes carbon taxation programs (federal, B.C., Manitoba, New Brunswick, P.E.I., Newfoundland, NWT) that apply to fossil fuel-based electricity generation facilities as well as other sectors.

Oil and gas

As oil and gas is the largest-emitting sector, a commensurately large proportion of legislation and regulations is geared toward reducing emissions from that sector.

The majority of these (~65%) apply to large industrial facilities broadly and are not specific to oil and gas. Examples include the federal Greenhouse Gas Reporting Program and the Multi-sector Air Pollutants Regulation; Saskatchewan's *Management and Reduction of Greenhouse Gases Act*; Ontario's Greenhouse Gas Emissions Performance Standards; Québec's Air Quality Regulation; and New Brunswick's Made-in-New-Brunswick Regulatory Approach for Large Industrial Emitters.

The federal government and five provinces have legislation and regulations that specifically single out the oil and gas sector.

⁵ This doesn't mean other governments aren't engaged in these activities – just that their approach isn't via legislation. For example, coal phase-out has been accomplished in Alberta through agreements between the provincial government and coal power producers.

These include:

- Federal: Regulations Respecting Reduction in the Release of Methane and Certain Volatile Organic Compounds (Upstream Oil and Gas Sector), Output-Based Pricing System Regulations
- B.C.: *Oil and Gas Activities Act*
- Alberta: *Oil Sands Emissions Limit Act*, Methane Emission Reduction Regulation
- Saskatchewan: *Oil and Gas Conservation Amendment Act*
- Ontario: Air Pollution – Discharge of Sulphur Dioxide from Petroleum Facilities Regulation, Industry Emissions – Nitrogen Oxides and Sulphur Dioxide Regulations
- Nova Scotia: Cap-and-Trade Program Regulations, Quantification, Verification and Reporting Regulations

For the most part, the oil and gas-specific legislation and regulations don't make a distinction between upstream (producing), midstream (transporting) and downstream (refining) oil and gas activities. Of those that do specify, Alberta, B.C., Saskatchewan and the federal government specifically target upstream production activities, while Ontario focuses on downstream refining facilities.

Waste

As of 2018, most waste management facilities in Canada that reported to the federal greenhouse gas reporting program were owned by municipalities or regional districts.

As with electricity and oil and gas, the majority of legislation and regulations that apply to the waste management sector apply broadly to a range of facility types. The only items that apply specifically to the waste sector are in B.C.: the Landfill

Gas Management Regulation and the *Greenhouse Gas Reductions (Emissions Standards) Statutes Amendments Act* require large waste facilities to reduce or capture GHGs, and the Hazardous Waste Regulation sets emissions standards for thermal treatment facilities.

Industry

Industry is a broad term that encapsulates a variety of industrial processes and facilities, such as pulp and paper manufacturing, chemical manufacturing, food manufacturing, mining (coal, minerals, metals), steel, cement or fertilizer production, vehicle manufacturing and other manufacturing. Whether or not a regulation applies to a specific industrial facility is generally based on the facility's annual emissions level, rather than on what the facility produces.⁶

The majority of regulations applicable to industrial facilities come in the form of limits (42%), followed by taxes (35%), reporting requirements (19%), and fuel substitution requirements (3%). Some examples include:

- The federal Greenhouse Gas Reporting Program requires industrial facilities that emit over 10,000 tonnes of CO₂e/year or more to report their emissions.
- Ontario's Industry Emissions – Nitrogen Oxides and Sulphur Dioxide Regulations sets nitrogen oxides and sulphur dioxide limits for eight large industrial sectors.
- Alberta's Technology Innovation and Emissions Reduction (TIER) Regulation requires facilities that emit 100,000 tonnes of CO₂e/year or more to reduce emissions by 10% in 2020 and an additional 1% each year after.
- Québec's Regulation respecting a cap-and-trade system for greenhouse gas emission allowances establishes a

⁶ With the exception of electricity, waste and oil and gas, which may be singled out based on sector rather than size of GHG emissions.

cap-and-trade system for facilities that emit 25,000 tonnes of CO₂e/year or more.

Because different regulations have different emissions thresholds, not all industrial facilities are captured under the same regulations.

Transportation

The transportation sector comprises both personal vehicles and commercial transportation (e.g., trucks, airplanes). Because it is the sector with the second highest GHG emissions, it has been a strong focus of legislation and regulations from both federal and provincial governments.

The regulations the federal government has put in place to reduce emissions from the transportation sector include vehicle emissions standards for road, rail and marine vehicles, fuel taxes and biofuel substitution requirements. Some examples include:

- On-Road Vehicle and Engine Emission Regulations
- Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations
- Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations
- Renewable Fuel Regulations
- The *Greenhouse Gas Pollution Pricing Act* and Fuel Charge Regulations
- Sulphur in Diesel Regulations and Sulphur in Gasoline Regulations

These regulations apply broadly across all regions. However, many provinces have built upon federal *requirements*

to establish their own regulations. For example, Alberta, Saskatchewan, Manitoba and Ontario have chosen to top up the federal requirements for biofuel content in gasoline and diesel fuel under the Renewable Fuel Regulations to require a higher percentage of biofuel. And B.C., Manitoba, New Brunswick, P.E.I., Newfoundland, and the Northwest Territories have chosen to replace the federal government's approach to a carbon tax on fuel with a provincial tax instead.⁷

Both B.C. and Québec require a minimum number of zero-emission vehicles to be manufactured or sold, an approach that is not included in federal legislation.

Yet, while the sector is heavily regulated, only around 25% of regulations require action by either vehicle manufacturers or drivers. Instead, most regulations apply to the fuel suppliers, who are the parties responsible for fuel content, carbon intensity standards, biofuel supplementation and fuel tax collection.

Aside from legislation, provincial programs are also a tool commonly used to reduce transportation emissions. Some examples include Québec's Electric Vehicle Rebate, Manitoba's *Efficiency Trucking Program*, and B.C.'s *Clean Energy Vehicle Point of Sale Incentive Program*.

Agriculture

As shown in Figure 3, around 10% of Canada's greenhouse gas emissions are estimated to come from the agricultural sector.⁸ GHG emissions in agriculture stem primarily from enteric fermentation (i.e., methane from livestock digestion – or cow burps), methane and nitrous oxide (N₂O) emissions from manure management, N₂O release from soils (primarily as a result of fertilizer use) and CO₂ emissions from fossil fuels for powering vehicles or machinery. The methane and N₂O gases emitted are far more potent (85 times and 300 times respectively) than CO₂.

⁷ There are a variety of gasoline taxes that are not included in the compendium because they were not intended explicitly to reduce GHG emissions (even if they have that effect) but rather were introduced to pay for roads or other public infrastructure.

⁸ Defined here as crop and livestock production, and excluding food processing, which falls under 'industry'.

However, there is little in the way of legislation or regulations that would reduce emissions from agriculture – a sector almost universally exempt from fuel taxes, including carbon taxes on fuel. No legislation or regulations apply to enteric fermentation, manure management or soil management. The only legislation or regulations that apply directly to the agriculture sector comprise reporting requirements for very large emitting operations – which apply to only about 30 agricultural facilities across the country. Aside from that, the federal Clean Fuel Standard will reduce the carbon intensity of fuel that is supplied to agricultural operations; and provincial caps on total emissions (New Brunswick, B.C.) presumably apply to all sources including agriculture.

Given the size of agriculture’s contribution to emissions, this absence is striking.

There are, however, a substantial number of government programs that are intended to help the agricultural sector reduce emissions in these areas (such as Emissions Reduction Alberta’s \$40 million “Food, farming and forestry challenge” and the federal Agricultural Greenhouse Gases Program), as well as information on best practices that is disseminated by industry and other groups. It appears the problem of GHG emissions from the agricultural sector is relatively well understood, but legislation and regulation are not the primary approaches that are being used to address it.

Buildings

About 18% of regulations apply directly to buildings, focusing on energy use and performance.

B.C. legislates energy efficiency requirements for buildings; and Manitoba legislation prohibits coal from being used for space heating. The federal Clean Fuel Standard will limit the carbon intensity of fuels used for heating and powering buildings. Outside of legislation and regulations, several provinces (Manitoba, Nova Scotia, P.E.I.) have established government

Efficiency corporations to reduce demand-side energy use.

However, the majority of regulations applicable to buildings are fuel taxes intended to incentivize lowered fossil fuel energy consumption through increased cost.

Consumers

There are no regulations that directly apply specifically and directly to consumers. Instead, consumers are indirectly impacted by regulations that apply to the goods and services that they purchase and use.

These regulations are mostly in the form of taxes, such as carbon taxes, that seek to influence consumer behaviour (i.e. consume less energy) through price signals. And in B.C., legislation and regulations are also used to influence consumer practice through performance standards for home appliances, heating and cooling systems.

Government

Government is not a ‘sector’ per se. However, several jurisdictions have enacted legislation that is binding on the government itself. B.C., Manitoba and New Brunswick established legislated targets or limits for GHG emissions reduction from the province; Alberta and B.C. introduced requirements for the government to ensure a minimum percentage of electricity production from renewable sources; and Ontario’s *Cap and Trade Cancellation Act* included provisions that requires the government to prepare a climate change plan and progress reports.

More often, however, the government’s intentions for its own actions around emissions reduction are laid out in a strategy document which, unlike legislation, is not binding. These strategies are listed in Table 1, and described more fully in the Appendix.

Table 1 // Climate change and GHG emissions reduction strategy documents

| Jurisdiction | Strategy/Document Name | Year |
|----------------------|--|---|
| Federal | Pan-Canadian Framework on Clean Growth and Climate Change | 2016 |
| B.C. | Clean BC Strategy | 2018 |
| Alberta | <i>(No current public strategy document)</i> | |
| Saskatchewan | Prairie Resilience: A Made-in-Saskatchewan Climate Change Strategy | 2017 |
| Manitoba | A Made-in-Manitoba Climate and Green Plan | 2017 |
| Ontario | Made in Ontario Environment Plan | 2018 |
| Québec | 2013-2020 Climate Change Action Plan and 2030 Energy Policy | 2012/2016 |
| New Brunswick | Transitioning to a Low-Carbon Economy: New Brunswick's Climate Change Action Plan | 2016 |
| Nova Scotia | Toward a Greener Future: Nova Scotia's Climate Change Action Plan | 2009 |
| P.E.I. | Taking Action: A Climate change action plan for Prince Edward Island 2019-2023 | 2018 |
| Newfoundland | The Way Forward on Climate Change in Newfoundland and Labrador | 2019 |
| NWT | Climate Change Strategic Framework | 2018 |
| Yukon | Our Clean Future: A Yukon strategy for climate change, energy, and a green economy | Under development – draft produced Nov 2019 |
| Nunavut | Upagiatavut: Setting the Course. Climate Change Impacts and Adaptation in Nunavut | 2011 |

Conclusion

Although the list of regulations presented in this compendium is already large, it is likely to grow over the next decade. With good planning, however, it will grow not just in size but also in sophistication. That is, governments will learn from both the successes and the failures of previous GHG emission reduction policies to craft legislation that:

- Will make an additional and meaningful difference in emissions, above and beyond that which is created by existing legislation, programs, policies, strategies and market forces.
- Doesn't undermine existing or previous government or private sector investment in emissions reduction technologies.
- Enables flexible responses by being outcome driven rather than prescriptive.
- Balances the cost (monetary and other resources) for both governments and businesses with the size of the effect.
- Maintains Canadian competitiveness, and ideally gives Canadian businesses an advantage.⁹

The need to reduce GHG emissions will only become more pressing as time goes by. Legislation and regulations comprise an important tool that government can use to ensure business, consumers and all levels of government are pulling in the same direction and all contributing to the solution to climate change.

⁹ An advantage can take many forms – such as the ability to brand something made in Canada as 'greener' than the competition; or government-negotiated preferred market access.

Methodology

Inclusion/exclusion criteria

- This compendium focuses on legislation/regulations that are intended to **directly regulate GHG emissions** (as opposed to climate change or environmental issues more broadly).
- It includes all legislation and regulations at a **federal, provincial or territorial** level. It does not include municipal-level regulations, or requirements that may have been established by industry associations.
- Only **legislation and regulations** are included; not government policies or programs that do not have legal requirements that underpin them.

Data gathering

- A draft list of legislation/regulations for each jurisdiction was developed through a variety of online sources (provincial databases, legal databases, Google, etc.).
- The draft list was sent to the relevant government department in each province and territory and to the federal government for verification. All jurisdictions except Nunavut responded.
- There were some items included by the government responders that were omitted because they did not align with the purpose of this compendium as it evolved, or did not meet the inclusion/exclusion criteria.

Data analysis

- Each piece of legislation/regulations was reviewed to identify the regulation's purpose, mechanism, regulated party, target sectors. Government reviewers did not participate in this activity.
- The analysis includes estimates of the percentage of regulations that apply to different features. The counting was done as follows:
 - Where there was a one-to-one pairing of enabling legislation and the associated regulation, this was counted as one item (for example, Saskatchewan's *Renewable Diesel Act* and Renewable Diesel Regulations, or P.E.I.'s *Climate Leadership Act* and Climate Leadership Regulations.)
 - Where there was a very broad Act and a specific GHG-focused regulation that fell under the Act, this was also counted as only one item (for example, the federal *Railway Safety Act* and its Locomotive Emissions Regulations).
 - Where an Act and its regulations worked together as a single unit with only a combined effect on the sector, this was counted as one item. (for example, Newfoundland's *Management of Greenhouse Gas Act*, Management of Greenhouse Gas Reporting Regulations, Management of Greenhouse Gas Regulations, Management of Greenhouse Gas Administrative Penalty Regulations, and Opt-in Facility Regulations).
 - However, where the Act itself contained relevant provisions separate from the regulations, the Act and regulations were counted separately (for example, B.C.'s *Oil and Gas Activities Act*, the Drilling Production Regulation and the Oil and Gas Waste Regulation were counted as three items because each dictated separate requirements for action by the sector).
- Ultimately, counting was a judgement call given the varied approaches taken by different jurisdictions and is meant only to provide a sense of relative complexity and scale.

A Compendium of

GHG Reduction Legislation & Regulations Across Canada

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|---|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgnt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| FEDERAL | | | | | | | | | | | | | |
| Canadian Environmental Protection Act (1999) | | | | | | | | | | | | | |
| → Clean Fuel Standard (2022) | Requires suppliers of all liquid, gaseous, and solid fuels in Canada to reduce the carbon intensity of their product | Limits – carbon intensity of fuels | Fuel – distributors and importers | X | X | X | X | | X | X | X | X | X |
| → Greenhouse Gas Reporting Program (2004) | Requires facilities emitting over 10,000 tonnes of CO2e/year or more per year to report their emissions | Reporting requirements | Industrial facilities | | | X | X | | X | X | X | | |
| → Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations (2021) | Establishes emissions standards for on-road heavy-duty vehicles as well as for trailers hauled by on-road transport tractors | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | X | X | | | | | | | | |
| → Multi-sector Air Pollutants Regulation (2016) | Limits the amount of nitrogen oxides (NOx) released into the atmosphere from gas-fired non-utility boilers, heaters, stationary spark-ignition gas-fired engines, and cement kiln | Limits – emissions standards for industrial facilities | Industrial facilities | | | | | | X | X | | | |
| → On-Road Vehicle and Engine Emission Regulations (2015) | Establishes emissions standards for passenger cars, light trucks, and some heavy-duty vehicles | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | X | X | | | | | | | | |
| → Ozone-depleting Substances and Halocarbon Alternatives Regulations (proposed) | Establishes rules concerning the importing, exporting, and manufacturing of ozone-depleting substances | Limits – limits on specific substances | Other – manufacturers and exporters | | | | | | | X | | | |
| → Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations (2018) | Establishes emission standards and test procedures that are aligned with the federal requirements of the United States. | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | X | X | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|--|-------------------------------------|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgnt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| → Reduction of Carbon Dioxide Emissions from Coal-Fired Generation of Electricity Regulations (2018) | Limits the amount of electricity produced from coal each year and sets a performance standard to phase out conventional coal by 2030 | Fuel substitution – coal replacement | Electricity providers | | | X | | | | | | | |
| → Regulations Limiting Carbon Dioxide Emissions from Natural Gas-fired Generation of Electricity (2018) | Establishes emission intensity limits and performance-based standards on new and significantly modified natural gas-fired electricity units | Limits – emissions standards for industrial facilities | Electricity providers | | | X | | | | | | | |
| → Regulations Respecting Reduction in the Release of Methane and Certain Volatile Organic Compounds (Upstream Oil and Gas Sector) (2018) | Establishes requirements for the oil and gas sector to reduce emissions from methane and other volatile organic compounds through venting requirements, and regular equipment inspections and repair | Limits – methane emissions | Industrial facilities – oil and gas | | | | | X | | | | | |
| → Renewable Fuel Regulations (2010) | Requires that all gasoline and diesel fuel sold or consumed in Canada to have a minimum biofuel content | Fuel substitution – biofuel | Fuel – producers or importers | X | X | | | | | | | | |
| → Sulphur in Diesel Regulations (2002) | Establishes maximum limits for sulphur in diesel fuel | Limits – limits on specific substances | Fuel – producers or importers | X | X | | | | | | | | |
| → Sulphur in Gasoline Regulations (2017) | Establishes maximum limits for sulphur in gasoline | Limits – limits on specific substances | Fuel – producers or importers | X | X | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|--|---|---|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| The Greenhouse Gas Pollution Pricing Act (2018) | Establishes a carbon price on fossil fuel and combustible waste; implements an output-based pricing system for large industrial GHG emitters | Tax | Fuel – distributors and importers; industrial facilities; electricity providers | X | X | X | X | | X | X | | X | X |
| → Fuel charge regulations (2018) | Specifies details of carbon price on fossil fuel and combustible waste | Tax | Fuel – distributors | X | X | X | X | | X | X | | X | X |
| → Output-Based Pricing System Regulations (2018) | Implements an output-based pricing system for large industrial GHG emitters | Tax | Industrial facilities; electricity providers; industrial facilities – oil and gas | | | X | | X | | X | | | |
| Railway Safety Act (1985) | Establishes emissions standards and idling restrictions for locomotives operated by railway companies under federal jurisdiction | Limits – emissions standards for vehicles | Other – locomotives | | X | | | | | | | | |
| → Locomotive Emissions Regulations (2017) | | | | | | | | | | | | | |
| Canada Shipping Act (2001) | Establishes environmental standards for vessels of 400 GT and above navigating Canadian waters, including energy efficiency standards, emissions standards, discharge management requirements, and other environmental standards | Limits – emissions standards for vehicles | Other – ships | | X | | | | | | | | |
| → Vessel Pollution and Dangerous Chemicals Regulations (2012) | | | | | | | | | | | | | |
| BRITISH COLUMBIA | | | | | | | | | | | | | |
| Climate Change Accountability Act (2007) | Establishes provincial targets for GHG reduction for 2030 (40% less than 2007 levels), 2040 (60%) and 2050 (80%) | Limits – cap on total emissions | Government – provincial | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|---|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Greenhouse Gas Reduction Targets Act (2007) | Establishes provincial targets for GHG reduction for 2020 (33% less than 2007) and 2050 (80% less than 2007) | Limits – cap on total emissions | Government – provincial | | | | | | | | | | |
| → Carbon Neutral Government Regulation (2008) | Requires public sector organizations to report GHG emissions and outlines pathways to net-zero | Reporting requirements | Government – public sector organizations | | | | | | | | | | |
| Clean Energy Act (2010) | Outlines various energy objectives for the province, including: Achieve energy self-sufficiency by 2016; Generate at least 93% of electricity from clean or renewable sources; Reduce the province's GHG emissions 6% below 2007 levels by 2012, 18% by 2016, 33% by 2020, and 80% by 2050; To encourage fuel switching that decreases GHG emissions; Reduce waste by encouraging the use of waste heat, biogas, and biomass; To be a net exporter of clean or renewable energy | Limits – cap on total emissions | Government – provincial | | | X | | | | | | | |
| Local Government (Green Communities) Statutes Amendment Act (2010) | Requires local governments to include GHG emission reduction targets, actions, and policies in their Official Community Plans | Limits – reduction targets | Government – local | | | | | | | | | | |
| Zero-Emission Vehicles Act (2019) | Requires automakers to meet increasing annual light-duty zero-emission vehicles sales and leases | Fuel substitution – zero-emission vehicles | Vehicle manufacturers, distributors, and importers | X | | | | | | | | | |
| Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act (2008/2009) | The renewable fuel targets require that all gasoline and diesel fuel have a minimum amount of biofuel content, while the low carbon fuel standard requires that fuel suppliers reduce the carbon intensity of these fuels | Fuel substitution – biofuel/Limits – carbon intensity of fuels | Fuel – producers, importers or retailers | X | X | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Motor Vehicle Act (1996) | Sets out prescribed diesel emission standards for a class of vehicles | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | | X | | | | | | | | |
| → Heavy Vehicle Diesel Emission Standards Regulation | | | | | | | | | | | | | |
| Carbon Tax Act (2008) | Establishes a carbon tax on fossil fuel | Tax | Fuel – retailers | | | | | | | | | | |
| → Carbon Tax Regulation (2008) | | | | X | X | X | X | | X | X | | X | X |
| Environmental Management Act (2003) | Enables the regulation of GHG emissions from waste management facilities, fuel combustion, solid fuel burning domestic appliances and others | | | | | | | | | | | | |
| → Landfill Gas Management Regulation (2009) | Requires waste management facilities that have 100,000 tonnes or more of municipal solid waste or that receives 10,000 tonnes of municipal waste or more per year to manage GHGs by reducing emissions or capturing them | Limits – emissions standards for industrial facilities | Waste management facilities | | | | X | | | | | | |
| → Hazardous Waste Regulation (1988) | Schedule 2 sets emissions standards for thermal treatment facilities | Limits – emissions standards for industrial facilities | Waste management facilities | | | | X | | | | | | |
| → Solid Fuel Burning Domestic Appliance Regulation | Regulates what fuel-burning appliances can be sold and what can be burnt in appliances | Limits – limits on specific substances | Other | | | | | | | | | | X |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|--|--|---|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Greenhouse Gas Reductions (Emissions Standards) Statutes Amendments Act (2008) | Division 2 requires waste management facilities to manage GHG emissions produced from wastes handled at the facility; Division 3 requires coal-based electricity generation facilities to store or sequester GHG emissions; Division 4 requires electricity generators to offset GHG emissions | Limits – emissions standards for industrial facilities | Waste management facilities; electricity generators | | | | X | X | | | | | |
| Oil and Gas Activities Act (2008) | Regulates oil and gas activities in B.C., including wells, facilities, refineries, pipelines, and oil and gas roads, through permits, authorizations, orders, and regulations; establishes methane emissions reduction targets for upstream oil and gas activities | Limits – emissions standards for industrial facilities | Industrial facilities – oil and gas | | | | | X | | | | | |
| → Drilling and Production Regulation (2010) | Establish methane emissions reduction targets for upstream oil and gas operations | Limits – methane emissions | Industrial facilities – oil and gas | | | | | X | | | | | |
| → Oil and Gas Waste Regulation (2005) | Regulates permits for the discharge of waste, such as emissions, from oil and gas activities | Limits – emissions standards for industrial facilities | Industrial facilities – oil and gas | | | | | X | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|----------------------------|-----------------------|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Greenhouse Gas Industrial Reporting and Control Act (2016) | Requires industrial facilities that emit over 10,000 tonnes of GHG emissions per year to report their emissions | Reporting requirements | Industrial facilities | | | | | | | | | | |
| → Greenhouse Gas Emission Reporting Regulation (2015) | | | | | | | | | | | | | |
| → Greenhouse Gas Emission Control Regulation (2015) | | | | | | X | X | | X | X | X | | |
| → Greenhouse Gas Emission Administrative Penalties and Appeals Regulation (2015) | | | | | | | | | | | | | |
| Energy Efficiency Act (1996) | Establishes energy performance standards for devices that use energy, such as household appliances, lighting, heating and cooling systems, and some industrial equipment | Limits – energy efficiency | Other | | | | | | | | | X | X |
| Building Act (2015) | Allows local authorities to enact building requirements that reduce GHG emissions. Focused on energy use, not carbon intensity | Limits – energy efficiency | Government – local | | | | | | | | | X | |
| → Building Act General Regulation (2016) | | | | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|---|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| ALBERTA | | | | | | | | | | | | | |
| Emissions Management and Climate Resilience Act (2003) | Regulates carbon dioxide, methane, and other specified gas emissions that contribute to climate change; establishes reporting and compliance requirements for any person who releases specified gas emissions | Limits – limits on specific substances; Reporting requirements | Government – provincial | | | X | X | | X | X | X | | |
| → Technology Innovation and Emissions Reduction (TIER) Regulation (2020) | Requires facilities that emitted 100,000 tonnes of CO2e or more per year to reduce emissions by 10% in 2020, and an additional 1% each year after. Facilities that emit less may voluntarily opt in | Limits – emissions standards for industrial facilities | Industrial facilities | | | X | X | | X | X | | | |
| → Renewable Fuels Standard Regulation (2010) | Requires that all gasoline and diesel fuel sold and consumed in Alberta contain a minimum biofuel content | Fuel substitution – biofuel | Fuel – producers, importers, and retailers | X | X | | | | | | | | |
| Renewable Electricity Act (2016) | Requires Alberta to achieve 30% renewable electricity generation by 2030 | Fuel substitution – electricity from renewable sources | Government – provincial | | | X | | | | | | | |
| Oil Sands Emissions Limit Act (2016) | Establishes an annual limit of 100 MT of GHG emissions for all oilsands activities | Limits – cap on total emissions | Industrial facilities – oil & gas | | | | | X | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | | |
|---|---|-----------------------------|-------------------------------------|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|--|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers | |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | | |
| Environmental Protection and Enhancement Act (2000) | Requires all upstream oil and gas facilities to comply with fugitive methane emissions management requirements as set out in the AER Directive 017 and Directive 060. Designed to help Alberta meet its goal of reducing methane emissions 45% from 2014 levels by 2025 | Limits – methane emissions | Industrial facilities – oil and gas | | | | | | | | | | | |
| → Methane Emission Reduction Regulation (2018) | | | | | | | | | | | | | | |
| → Alberta Energy Regulator Directive 017: Measurement requirements for oil and gas operation (2018) | | | | | | | | X | | | | | | |
| → Alberta Energy Regulator Directive 060: Upstream petroleum industry flaring, incinerating, and venting (2018) | | | | | | | | | | | | | | |
| SASKATCHEWAN | | | | | | | | | | | | | | |
| Renewable Diesel Act (2012) | Requires that all diesel fuel consumed or sold in the province contain a minimum biofuel content | Fuel substitution – biofuel | Fuel – distributors | X | X | | | | | | | | | |
| → Renewable Diesel Regulations (2012) | | | | | | | | | | | | | | |
| Ethanol Fuel Act (2002) | Requires that all gasoline fuel consumed or sold in the province contain a minimum biofuel content | Fuel substitution – biofuel | Fuel – distributors | | | | | | | | | | | |
| → Ethanol Fuel (General) Regulations (2002) | | | | X | X | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|---|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| The Oil and Gas Conservation Amendment Act (2019) → The Oil and Gas Emissions Management Regulations (2019) | Regulates flared and vented methane emissions in the upstream oil and gas sector | Limits – methane emissions | Industrial facilities – oil and gas | | | | | X | | | | | |
| | | | | | | | | | | | | | |
| The Management and Reduction of Greenhouse Gases Act (2018) → The Management and Reduction of Greenhouse Gases (Reporting and General) Regulations (2018) → The Management and Reduction of Greenhouse Gases (Standards and Compliance) Regulations (2019) → The Management and Reduction of Greenhouse Gases (General and Electricity Producer) Regulations (2018) | Imposes reporting requirements on all facilities emitting more than 10,000 tonnes of CO2e annually, establishes facility level GHG performance standards for facilities emitting more than 25,000 tonnes of CO2e annually, and imposes emissions thresholds for electricity generation. | Limits – emissions standards for industrial facilities; Reporting requirements | Industrial facilities; electricity providers | | | | | | X | X | X | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|---|-----------------------------|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| MANITOBA | | | | | | | | | | | | | |
| The Biofuels Act (2003) | Requires that all gasoline has a minimum ethanol content of 8.5% and that all diesel has a minimum renewable fuel content of 2% | Fuel substitution – biofuel | Fuel – producers, importers, and retailers | X | X | | | | | | | | |
| → Ethanol General Regulation (2007) | | | | | | | | | | | | | |
| → Biodiesel (General) Regulation (2008) | | | | | | | | | | | | | |
| The Climate and Green Plan Act (2018) | Establishes legislation to implement Manitoba's Climate and Green Plan; requires annual and 5-year reporting on the Plan; sets emissions reductions targets; establishes a carbon savings account | Limits – reduction targets | Government – provincial | | | | | | | | | | |
| Industrial Greenhouse Gas Emissions Control and Reporting Act (not yet in force) | Establishes an output-based pricing system for large industrial emitters (> 50,000 tonnes of GHGs per year) | Tax | Industrial facilities | | | X | X | | X | X | | | |
| Fuel Tax Act (2010) | Taxes consumer purchases of fuel | Tax | Fuel – importers and retailers | X | X | | X | | X | X | | X | |
| The Fuel and Carbon Tax Act (not yet in force) | Establishes a carbon tax on fossil fuels | Tax | Fuel – importers and retailers | X | X | X | X | | X | X | | X | |
| Emissions Tax on Coal and Petroleum Coke Act (2011) | Implements an emissions tax on coal and petroleum coke | Tax | Fuel – purchasers | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|---|--|---|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| The Environment Act (1987) | Prohibits the use of coal or petroleum coke for use as a space heating fuel | Fuel substitution – coal replacement | Individuals | | | | | | | | | | |
| → The Coal and Petroleum Coke for Space Heating Ban Regulation (2013) | | | | | | | | | | | | | X |
| ONTARIO | | | | | | | | | | | | | |
| Environmental Protection Act (1990) | | | | | | | | | | | | | |
| → Air Pollution – Discharge of Sulphur Dioxide from Petroleum Facilities Regulation (2018) | Establishes new reporting and technology requirements for sulphur dioxide emissions for petroleum facilities | Limits – emissions standards for industrial facilities | Industrial facilities – oil and gas | | | | | X | | | | | |
| → Air Pollution – Local Air Quality Regulations (2005) | Introduces air quality standards for all facilities that emit certain air contaminants | Limits – emissions standards for industrial facilities | Industrial facilities | | | X | X | | X | X | | | |
| → Alternative Low – Carbon Fuels (2015) | Makes it easier for energy-intensive industries, such as cement, steel, iron, and lime to switch to low-carbon fuels by exempting them from requiring a 'waste disposal site' under the EPA | Fuel substitution | Industrial facilities – cement, steel, iron, and lime | | | | | | | X | | | |
| → Cessation of Coal Use – Atikokan, Lambton, Nanticoke and Thunder Bay Generating Stations | Ended the use of coal for electricity generation in Ontario after December 31st 2014 | Fuel substitution – coal replacement | Electricity providers | | | X | | | | | | | |
| → Greener Diesel Regulations (2014) | Requires that diesel fuel have a minimum annual average renewable fuel content and that the renewable content meet a GHG performance requirement | Fuel substitution – biofuel | Fuel – producers, importers, and retailers | X | X | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| → Greener Gasoline – Bio-based Content Requirements for Gasoline Regulations (2005) | Requires gasoline fuel to have a minimum annual average renewable fuel content and that the renewable content meet a GHG performance requirement | Fuel substitution – biofuel | Fuel – producers, importers, and retailers | X | X | | | | | | | | |
| → Greenhouse Gas Emissions Performance Standards (2019) | Establishes reporting requirements for facilities that produce 50,000 tonnes of CO2e or more per year | Reporting requirements | Industrial facilities | | | X | X | | X | X | X | | |
| → Greenhouse Gas Emissions: Quantification, Reporting, and Verification Regulations (2018) | Establishes reporting and verification requirements for businesses and facilities that emit 10,000 tonnes of CO2e or more per year or import more than zero megawatt hours of electricity per year | Reporting requirements | Industrial facilities and businesses | | | X | X | | X | X | | | |
| → Industry Emissions – Nitrogen Oxides and Sulphur Dioxide Regulations (2005) | Sets nitrogen oxides and sulphur dioxide limits for eight large industrial sectors: electricity, petroleum, cement, glass, pulp and paper, iron and steel, base metal smelting, and carbon black | Limits – emissions standards for industrial facilities | Industrial facilities | | | X | | X | | X | | | |
| → Vehicle Emissions Regulations (2019) | Establishes and strengthens on-road vehicle emissions requirements and sets rules for emissions testing for commercial vehicles (i.e. buses and trucks) | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | | X | | | | | | | | |
| Ending Coal for Cleaner Air Act (2015) | Confirms and strengthens regulatory approach to end the use of coal for electricity generation with amendments to the Environmental Protection Act | Fuel substitution – coal replacement | Electricity providers | | | X | | | | | | | |
| Cap and Trade Cancellation Act (2018) | Sets out the legal framework for wind-down of the greenhouse gas cap and trade program. Under the Act, the government is required to establish targets for reducing the amount of greenhouse gas emissions in Ontario, to prepare a climate change plan, and progress reports about the plan | Limits – cap on total emissions | Government – provincial | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|--|---|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| QUÉBEC | | | | | | | | | | | | | |
| Act to increase the number of zero-emission motor vehicles in Québec in order to reduce greenhouse gas and other pollutant emissions (2016) | Requires large ZEV automakers to generate a certain amount of credits from the sale of ZEVs | Fuel substitution – zero-emission vehicles | Vehicle manufacturers, distributors, and importers | X | | | | | | | | | |
| → Zero-Emission Vehicle Standard (2018) | | | | | | | | | | | | | |
| Environment Quality Act (1972) | | | | | | | | | | | | | |
| → Regulation respecting environmental standards applicable to heavy vehicles (2005) | Imposes emissions standards on heavy duty vehicles | Limits – emissions standards for vehicles | Vehicle manufacturers, distributors, and importers | | X | | | | | | | | |
| → Regulation respecting a cap-and-trade system for greenhouse gas emission allowances (2011) | Establishes a provincial-wide cap-and-trade system for industrial facilities and electricity providers that emit more than 25,000 tonnes of GHG emissions annually, as well as distributors of fossil fuels, to limit and reduce GHG emissions | Limits – cap on total emissions | Industrial facilities; electricity providers; fuel – distributors | | | X | X | X | | X | | | |
| Petroleum Products Act (1997) | | | | | | | | | | | | | |
| → Regulation Respecting the Minimum Volume of Renewable Fuel in Gasoline and Diesel Fuel (proposed) | If adopted, will require all gasoline and diesel fuel sold in the province to have a minimum biofuel content | Fuel substitution – biofuel | Fuel – producers, importers or retailers | X | X | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|--|--|-------------------------|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| NEW BRUNSWICK | | | | | | | | | | | | | |
| Climate Change Act (2018) | Establishes GHG emissions limits for 2020, 2030 and 2050; commits the Minister to prepare a Climate Change Action Plan to be reviewed every 5 years; establishes the Climate Change Fund | Limits – cap on total emissions | Government – provincial | X | X | X | X | | X | X | X | X | X |
| → Made-in-New-Brunswick Regulatory Approach for Large Industrial Emitters (2019) | Establishes GHG emission performance standards for large industrial facilities that produce over 50,000 tonnes of CO ₂ e annually, with a credit trading system | Limits – emissions standards for industrial facilities | Industrial facilities | | | X | | | X | X | | | |
| Clean Air Act (1997) | Regulates the type and amount of contaminants that may be released into the atmosphere; requires every source of emissions in the province to obtain an Air Quality Approval from the government. These approvals specify operating conditions and emissions limits. | Limits – emissions standards for industrial facilities | Industrial facilities | | | | | | | | | | |
| → Air Quality Regulation (1997) | | | | | | | | | | | | | |
| → Air Quality Operating Approvals Regulation (1997) | | | | | | | | | | | | | |
| Electricity Act (2015) | Requires that, beginning December 31, 2020, 40% of the province's electricity be generated from renewable energy sources | Fuel substitution – electricity from renewable sources | Electricity providers | | | | | | | | | | |
| → Electricity from Renewable Resources Regulation (2015) | | | | | | | | | | | | | |
| Gasoline and Motive Fuel Tax Act (1973) | Establishes a carbon tax on gasoline fuel and motive fuel | Tax | Fuel – retailers | X | X | X | X | | X | X | | X | X |
| → Made-In-New-Brunswick Carbon Tax (2020) | | | | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|--|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| NOVA SCOTIA | | | | | | | | | | | | | |
| Environment Act (1994/95) | | | | | | | | | | | | | |
| → Cap-and-Trade Program Regulations (2018) | Establishes a provincial-wide cap-and-trade system on all facilities that produce > 50,000 tonnes of CO2e annually, petroleum suppliers, natural gas distributors, and electricity providers | Limits – cap on total emissions | Industrial facilities; electricity providers; fuel producers | | | X | | X | | X | | | |
| → Greenhouse Gas Emissions Regulations (2009) | Establishes declining limits or “hard caps” on the total amount of greenhouse gas emissions from the electricity sector | Limits – cap on total emissions | Electricity providers | | | X | | | | | | | |
| → Quantification, Verification and Reporting Regulations (2018) | Defines approaches for quantifying, verifying and reporting emissions | Reporting requirements | Industry – oil and gas; electricity providers; others | | | X | X | X | | X | | | |
| Electricity Act (2004) | | | | | | | | | | | | | |
| → Renewable Electricity Regulations (2010) | Requires that providers generate at least 40% of electricity from renewable energy sources as of 2020 | Fuel substitution – electricity from renewable sources | Electricity providers | | | X | | | | | | | |
| PRINCE EDWARD ISLAND | | | | | | | | | | | | | |
| Renewable Energy Act (2008) | Requires that public utilities acquire a minimum amount of electricity from renewable sources | Fuel substitution – electricity from renewable sources | Electricity providers | | | | | | | | | | |
| → Minimum Purchase Price Regulations (1988) | Establishes a minimum purchase price of electric energy by a public utility from a renewable energy generator | | | | | X | | | | | | | |
| → Net-Metering System Regulations (2006) | Allows for net-metering of small capacity renewable energy generators | | | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|---|---|--|--|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Electric Power Act (2016) | Requires that public utilities develop an approved energy efficiency and demand-side resources plan | Limits – energy efficiency | Electricity providers | | | X | | | | | | | |
| Climate Leadership Act (2019) | Establishes a carbon tax on fossil fuel and combustible waste | Tax | Fuel – retailers | | | | | | | | | | |
| → Climate Leadership Regulations (2019) | | | | X | X | X | X | | X | X | | X | X |
| NEWFOUNDLAND & LABRADOR | | | | | | | | | | | | | |
| Management of Greenhouse Gas Act (2016) | Establishes GHG emission reporting requirements and reduction targets for large industrial facilities and large-scale electricity generations that emit more than 25,000 tonnes of GHG emissions annually | Limits – emissions standards for industrial facilities/ reporting requirements | Industrial facilities; electricity providers | | | | | | | | | | |
| → Management of Greenhouse Gas Reporting Regulations (2017) | | | | | | | | | | | | | |
| → Management of Greenhouse Gas Regulations (2018) | | | | | | X | | | X | X | | | |
| → Management of Greenhouse Gas Administrative Penalty Regulations (2017) | | | | | | | | | | | | | |
| → Opt-in Facility Regulations (2018) | | | | | | | | | | | | | |

Table continues →

| Legislation/Regulation | Description | Mechanism | Regulated Party | Sectors directly affected | | | | | | | | | |
|--|---|-----------|------------------|---------------------------|------------|-------------|------------|--------------|--------------|----------------|-------------|-----------|-----------|
| | | | | Transportation | | Electricity | Waste mgmt | Oil & gas | | Other Industry | Agriculture | Buildings | Consumers |
| | | | | Personal | Commercial | | | O&G-specific | Not specific | | | | |
| Revenue Administration Act (2011) | Establishes a carbon tax on fossil fuel and combustible waste | Tax | Fuel – retailers | X | X | X | X | | X | X | X | X | X |
| → Revenue Administration Regulations (2011) | | | | | | | | | | | | | |
| NORTHWEST TERRITORIES | | | | | | | | | | | | | |
| Petroleum Products Tax Act (2009) | Amendments to the Act in 2019 provide the legislation necessary to implement a carbon tax on petroleum products and natural gas | Tax | Fuel – retailers | X | X | X | X | | X | X | X | X | X |
| YUKON | | | | | | | | | | | | | |
| No current legislation | | | | | | | | | | | | | |
| NUNAVUT | | | | | | | | | | | | | |
| No current legislation | | | | | | | | | | | | | |

A downloadable version of the compendium in Excel format is available at the Canada West Foundation's website (cwf.ca).

↓ **The Compendium** (Excel format)

Appendix

F/P/T strategy documents

F/P/T Strategy documents that address GHG emissions (usually as part of a broader climate change or environmental strategy)

| Jurisdiction | Strategy/Document Name | Year | # of pgs | Highlights |
|----------------|---|------|----------|---|
| Federal | Pan-Canadian Framework on Clean Growth and Climate Change | 2016 | 86 | <ul style="list-style-type: none"> • Reduce GHG emissions 30% below 2005 levels by 2030 • Establish a national price on carbon • Phase-out coal fired electricity facilities by 2030 and increase use of renewable energy sources • Work with provinces and territories to adopt a 'net-zero energy ready' model building code by 2030 • Develop more stringent emissions standards for light and heavy-duty vehicles • Develop a Canada-wide zero-emissions vehicle strategy • Develop a clean fuel standard to reduce emissions from transportation, buildings, and industry • Establish new methane emissions regulations for industry • Work with provinces and territories to identify opportunities to produce renewable fuels from bioproducts, such as wood waste • Have government buildings and vehicle fleets use 100% clean power by 2025 |
| B.C. | Clean BC Strategy | 2018 | 68 | <ul style="list-style-type: none"> • Improve affordability of zero-emissions vehicles • Increase the low carbon fuel standard to 20% carbon intensity reduction by 2030 and increase the production of renewable transportation fuels • Increase emissions standards for vehicles sold after 2025 • Require that at least 15% of residential and industrial natural gas consumption come from renewable gas • Improve the B.C. Building Code to increase energy efficiency standards until every new building is 'net-zero ready' by 2032 • Help remote communities reduce reliance on diesel fuel • Improve affordability of residential heat pumps • Reduce methane emissions from upstream oil and gas operations 45% by 2025 • Develop regulatory framework for carbon capture and storage • Put systems in place to capture 75% of landfill gas emissions and help communities with waste diversion • Expand the Clean Energy Vehicle Medium/Heavy-Duty program to offer more incentives to support a transition to zero-emission vehicles and fuels in trucking, buses, port and airport ground equipment, and marine vessels. |

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| Jurisdiction | Strategy/Document Name | Year | # of pgs | Highlights |
|---------------------|--|------|----------|---|
| Alberta | <i>(No current public strategy document)</i> | | | |
| Saskatchewan | Prairie Resilience: A Made-in-Saskatchewan Climate Change Strategy | 2017 | 13 | <ul style="list-style-type: none"> • Establish output-based performance standards for industrial facilities to reduce GHG emissions. • Commits the government to demonstrate progress on climate change resilience through tracking and reporting requirements. • Methane Action Plan – outlines the governments approach to reduce GHG emissions from venting and flaring activities in the upstream oil and gas industry. |
| Manitoba | A Made-in-Manitoba Climate and Green Plan | 2017 | 64 | <ul style="list-style-type: none"> • Establish Manitoba Efficiency – an arms-length organization that will develop energy efficiency programs. • Invest in cleantech research and development • Perform building retrofits to increase energy efficiency • Electrify public transportation • Phase out coal-fired electricity generation • Support research and development for agriculture technology, including bio-energy and other bio-products • Develop programs to reduce landfill waste and explore measures to mitigate methane emissions and methane gas capture at landfills • Help northern communities reduce reliance on diesel fuel • Establish a carbon savings account to establish incremental GHG emission reduction goals. |
| Ontario | Made in Ontario Environment Plan | 2018 | 54 | <ul style="list-style-type: none"> • Industrial Emission Performance Standards – establish GHG emissions limits on sectors or industries involving a credit trading system. • Clean Fuels – increase the ethanol content of gasoline to 15% by 2025 and encourage uptake of renewable natural gas and use of low-carbon fuels • Ontario Carbon Trust – an emissions reduction fund created to encourage private investment in clean tech. • Natural Gas Conservation – establish programs to conserve energy in partnership with the Ontario Energy Board and major utilities. • Investments in public transit, improve waste management from landfills, and invest in cleantech research and innovation • Ontario Reverse Auction – auction system that allows private bidders to compete for lowest-cost GHG emission reduction projects. |

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| Jurisdiction | Strategy/Document Name | Year | # of pgs | Highlights |
|----------------------|---|-----------|--------------|--|
| | | | | <ul style="list-style-type: none"> • Low Carbon Vehicles – increase electric vehicle adoption in Ontario and expand compressed natural gas in trucking • Modernize the Building Code to better equip homes and buildings to withstand extreme weather events and support adoption of cost-effective energy efficiency measures |
| Québec | 2013-2020 Climate Change Action Plan and 2030 Energy Policy | 2012/2016 | 66 66 | <ul style="list-style-type: none"> • Establish a carbon market • Ensure sustainable land-use planning • Support greener transportation options • Adopt greener building standards • Contribute to sustainable agriculture practices • Enhance energy efficiency by 15% • Reduce the amount of petroleum products consumed by 40% • Eliminate the use of thermal coal • Increase renewable energy output by 25% • Increase bioenergy production by 50% |
| New Brunswick | Transitioning to a Low-Carbon Economy: New Brunswick's Climate Change Action Plan | 2016 | 23 | <ul style="list-style-type: none"> • Establish GHG emission output limits in 2020, 2030, and 2050 – enforced by the Climate Change Act • Phase out coal as an electricity source by 2030 • Get the government to carbon neutral by 2030 • Eliminate the use of fuel oil for heating public buildings and replace it with lower-carbon fuels (wood pellets, natural gas, biomass, solar) • Establish energy benchmarking and labelling for public buildings • Broaden the scope for facilities to report their GHG emissions • Establish agents to deliver energy efficiency initiatives • Support the development of renewable energy • Increase number of electric vehicles on the road • Improve energy efficiency of heavy-duty freight trucks • Reduce GHG emissions from waste through waste diversion initiatives and landfill gas capture. |

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| Jurisdiction | Strategy/Document Name | Year | # of pgs | Highlights |
|---------------------|--|------|----------|---|
| Nova Scotia | Toward a Greener Future: Nova Scotia's Climate Change Action Plan | 2009 | 48 | <ul style="list-style-type: none"> • Reduce GHG emissions at least 10% below 1990 levels by 2020, and up to 80% by 2050 • Introduces caps on new air pollutants • Improve energy efficiency of new and existing homes and buildings • Upgrade Nova Scotia's electrical transmission system to permit greater use of renewable energy and connections with neighbouring provinces • Have at least 25% of electricity be generated from renewable sources by 2020 • Incorporate climate change and sustainability into the school curriculum • Develop a Sustainable Transportation Strategy and anti-idling policy for government vehicles • Establish an Adaption Fund to encourage climate change adaption research and development |
| P.E.I. | Taking Action: A Climate change action plan for Prince Edward Island 2019-2023 | 2018 | 32 | <ul style="list-style-type: none"> • Adopt the federal backstop for industrial emitters. • Grant exemptions to the agriculture and fisheries sectors. • Work to achieve the goals of the Pan-Canadian Framework and, through relative pricing on cleaner energy, mitigation efforts and clean growth. • Provide P.E.I. residents, businesses, industries, and municipalities with more opportunities to reduce their energy consumption and switch to lower-carbon energy systems and technologies by offering new and expanded programs and services through EfficiencyPEI. • Design and install a province-wide electric vehicle charging network. • Implement a greening government program, including the development of a GHG emissions inventory for government, energy efficiency upgrades to provincial buildings, improved fuel efficiency of the government's vehicle fleet and a commitment to green procurement. • Increase support for existing funding programs, such as the Alternative Land Use Services program and the Forest Enhancement Program, to expand carbon sequestration opportunities. |
| Newfoundland | The Way Forward on Climate Change in Newfoundland and Labrador | 2019 | 52 | <ul style="list-style-type: none"> • Implement a made-in-Newfoundland carbon tax • Establish a performance standard system for large industrial facilities and large-scale electricity generators • Stimulate greater cleantech research, development, and commercialization • Develop an environmental procurement policy • Help remote communities lessen their reliance on diesel fuel • Seek opportunities to develop renewable and low-carbon energy for local and export markets • Increase electric vehicle penetration • Explore strategies to electrify marine ports, truck stops, and public transit • Support development and utilization of biofuels • Enhance carbon sequestration in forestry and agricultural sectors. |

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| Jurisdiction | Strategy/Document Name | Year | # of pgs | Highlights |
|----------------|--|---|----------|---|
| NWT | Climate Change Strategic Framework | 2018 | 108 | <ul style="list-style-type: none"> • Reduce GHG emissions 30% below 2005 levels by 2030 • Establish a NWT carbon pricing system • Work with regulatory bodies and the federal government to incorporate GHG emission mitigation strategies into environmental assessments, water licensing, and land use permitting processes • Develop a Waste Resource Management Strategy • Improve knowledge of climate change and the impacts on the territory, including using traditional and local knowledge • Enhance community-based capacity to monitor and respond to climate change impacts. |
| Yukon | Our Clean Future: A Yukon strategy for climate change, energy, and a green economy | Under development – draft produced Nov 2019 | 61 | <ul style="list-style-type: none"> • Have 93% of territory's electricity from main grid come from renewable sources by investing in more renewable energy generation capacity • Meet 40% of heating needs from renewable energy sources • Support research and innovation • Make it easier for communities, businesses, and entrepreneurs to access funding for green projects • Increasing the use of public transportation and zero-emissions vehicles • Retrofit government buildings with energy efficiency systems. |
| Nunavut | Upagiatavut. Setting the Course. Climate Change Impacts and Adaptation in Nunavut | 2011 | 32 | <ul style="list-style-type: none"> • Partnership building • Research and monitoring of impacts • Education and outreach • Government policy and planning. |

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