

# GOVERNMENT RELATIONS BRIEF

Prepared for the CMPA

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<i>Preamble</i>	2
1. Federal Government Relations Brief	4
A. Present Outlook for Canada’s Federal Government (Liberal Party of Canada)	4
B. Canadian Federal-Level Environment Policy	5
C. Recommendations for CMPA	7
2. Provincial Government Relations Briefs	9
A. BRITISH COLUMBIA	9
B. ONTARIO	14
C. QUEBEC	19
3. Municipal Government Relations Brief	24
A. VANCOUVER	24
B. TORONTO	27
C. MONTREAL	30
APPENDICES	32
Appendix A: Summary of Impact Areas, Priorities and Actions, Green Premium work	32
Appendix B: Federal Emission Reduction Plan Measures and Relevance to the Film-Based Industries	35
Appendix C: Key Federal Players in the Environment Sector and Available Funding Streams	38
Appendix D: Funding Detail, British Columbia	45
Appendix E: Funding Detail, Ontario	53
Appendix F: Funding Detail, Quebec	59

## Preamble

The Canadian Media Producers Association (CMPA) is invested in advancing government relations and advocacy opportunities to support growing industry interest in sustainable production. As such, the CMPA has commissioned climate policy specialists working with Earth Angel (EA) to identify potential opportunities within government ministries and departments that could help productions advance environmental initiatives of interest. This research builds upon previous work conducted for the CMPA which identified specific cost barriers and opportunities for greening production across Canada (the “Green Premium” report, see *Text Box* overleaf).

The CMPA is now interested in building on this area to identify government relations opportunities on the federal, provincial, and municipal level having a connection to climate. This effort is tightly scoped to provide a series of three briefs to introduce and outline the current context for government activity, with a focus on climate-related ministries and organizations (beyond that of the culture-related ministries).

The purpose is to help inform avenues to broaden CMPA’s understanding and scope of government relations efforts, and also identify current funds that may be applicable to CMPA members undertaking greening efforts. These funds could relate to the impact areas already identified in the green premium work, but is not limited to these areas.

### **Text Box: CMPA's Green Premium Report**

In Spring 2022, the CMPA commissioned Earth Angel to research the nature of the cost to Canadian productions of undertaking greening efforts (the “green premium”). The work identified several barriers relating to the expanded use of: (1) electric generators, (2) electric vehicles, (3) greener studios and (4) better waste management. For these four areas, identified barriers included various cost premiums, but also involved other factors such as availability, awareness, and more. For electric generators and for electric vehicles in particular, it was found that there were operational cost savings to productions of using these options over using their diesel and gas-powered counterparts.

Findings from these impact areas were detailed in a series of green premium action tables and regional compendiums. The main points from the actions tables are summarized in **Appendix A**, and are that the CMPA could:

1. Place a **high priority** on interventions relating to electric vehicles and generators, given the operational cost savings resulting from these options compared to their fossil-fueled alternatives. This area is also attractive in that there are opportunities to influence change on a country-wide basis (such as through working with vehicle rental fleets or production services companies that have national-level presence).
2. **Place a medium priority** on interventions to green studio buildings, given the longer lead time and complexity of affecting change. This is in part due to the flow-through nature of how energy use is paid for in studio buildings, in that productions renting space over the longer term may pay utilities separately (electricity and heating). This type of billing arrangement reduces the incentive for studio owners to undertake building efficiency upgrades. This said, this area remains important given that studio buildings are in place for decades and their resultant efficiency/green measures will therefore affect the energy consumption for multiple “generations” of productions.
3. Assign a **lower priority** on waste management and reduction, given that this area requires significant effort on a regional/municipal level to influence and effect.

# 1. Federal Government Relations Brief

The focus of this brief is on Canadian federal government directions and context. The work shares findings, and initial recommendations relating to the federal administration of the government of Canada, current as of December 2023. Via consultations taken in confidence, effort has been made to ensure that findings presented are current and topical so as to best inform CMPA's high-level strategic direction when it comes to undertaking national-level efforts on sustainability.

## A. Present Outlook for Canada's Federal Government (Liberal Party of Canada)

The Liberal Party of Canada, led by the Right Honourable Prime Minister Justin Trudeau, has been in power since November 2015. In 2019, Prime Minister Trudeau secured a third mandate and a second minority government, propped up by the left-leaning New Democratic Party (NDP). Under this agreement, the NDP supports government legislation so long as its policy priorities are also advanced. The next federal election is anticipated to occur in November 2025. Prime Minister Trudeau has signalled his interest to seek a fourth term, however an election may be announced prior to that date, particularly if the NDP breaks its current pact.<sup>1</sup>

In Canada, an area of increasing attention is on housing affordability and the cost of living, in part driven by rising costs post the COVID-2019 pandemic and energy security concerns precipitated by the Russian invasion of the Ukraine in 2022. Another ingredient to add to the mix is the meteoric rise of **Honourable Pierre Poilievre**, the current Conservative Leader and Official Leader of the Opposition, whose Conservative party has been leading in polls in double digits. Given Canadian voter fatigue with the current order (i.e. eight years of a Liberal government),<sup>2</sup> Poilievre is considered the top contender to win the next federal election. Poilievre has thus far campaigned against<sup>3</sup> the flagship Liberal environmental policy on carbon pricing ("Axe the Tax"<sup>4</sup>), and made housing affordability and cost of living a central tenet of his evolving platform. His positioning also generally espouses a more limited role for central government.

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<sup>1</sup> See: <https://www.cbc.ca/news/politics/pharmacare-ultimatum-ndp-backs-singh-s-ability-to-kill-deal-if-liberals-don-t-deliver-1.6996715>

<sup>2</sup> <https://www.globalgovernmentforum.com/letter-from-ottawa-diagnosing-the-elements-of-tired-government-syndrome/>

<sup>3</sup> <https://www.theglobeandmail.com/politics/article-pierre-poilievre-rallies-rebuilding-movement/>

<sup>4</sup> [https://www.conservative.ca/cpc/axe\\_the\\_tax/](https://www.conservative.ca/cpc/axe_the_tax/)

Another salient development is the passing of the **U.S. Inflation Reduction Act (IRA)** by President Biden on August 16, 2022. The IRA is an unprecedented multi-billion dollar act to reduce U.S. emissions by 50 to 52% below 2005 levels by 2030, with a focus on the development and deployment of domestic clean energy and manufacturing. Nearly \$400B of this Act is directed to clean energy funding alone. The passage of the U.S. IRA has resulted in similar activity and interest occurring in the European Union<sup>5</sup> and in Canada<sup>6</sup>, in part due to concerns that the reconfigured U.S. policy landscape will result in cleaner energy investment, technology and projects relocating to the U.S.

## **B. Canadian Federal-Level Environment Policy**

The most significant and recent federal environmental plan in Canada is the **Emissions Reduction Plan**<sup>7</sup>, or the **ERP**, which was published in March 2022. This plan introduced new commitments to reducing greenhouse gas emissions by 30% before 2030, and to achieve net-zero emissions<sup>8</sup> by 2050.

The federal government's primary economy-wide policy tool for reaching its emissions target is the **federal carbon pricing policy**, which is made up of the consumer carbon tax and the industrial carbon price.<sup>9</sup> Other elements of this plan, which focus on buildings, transportation, clean electricity, and other measures, have been supported by various iterations of the Federal Budget, the last of which introduced new clean technology tax incentives<sup>10</sup> in part to respond to the passage of the U.S. IRA. In December 2023, an update to the ERP was published that indicated the government is making progress in reaching

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<sup>5</sup> [https://www.europarl.europa.eu/thinktank/en/document/IPOL\\_IDA\(2023\)740087](https://www.europarl.europa.eu/thinktank/en/document/IPOL_IDA(2023)740087)

<sup>6</sup> <https://financialpost.com/commodities/mining/how-inflation-reduction-act-changed-canada>

<sup>7</sup> [https://publications.gc.ca/collections/collection\\_2022/eccc/En4-460-2022-eng.pdf](https://publications.gc.ca/collections/collection_2022/eccc/En4-460-2022-eng.pdf)

<sup>8</sup> Adapted from World Resources Institute: "Net-zero emissions, or "net zero," will be achieved when all emissions released by human activities are counterbalanced by removing carbon from the atmosphere in a process known as carbon removal. Achieving net zero will require a two-part approach: First and foremost, human-caused emissions (such as those from fossil-fueled vehicles and factories) should be reduced as close to zero as possible. Any remaining emissions should then be balanced with an equivalent amount of carbon removal, which can happen through natural approaches like restoring forests or through technologies like direct air capture and storage which scrubs carbon directly from the atmosphere. See: <https://www.wri.org/insights/net-zero-ghg-emissions-questions-answered>

<sup>9</sup> Since 2019, every jurisdiction in Canada has had a price on carbon pollution. Canada's approach is flexible: any province or territory can design its own pricing system tailored to local needs, or can choose the federal pricing system. The federal government sets minimum national stringency standards that all systems must meet to ensure they are comparable and contribute their fair share to reducing greenhouse gas emissions. If a province decides not to price pollution, or proposes a system that does not meet these standards, the federal system is put in place. This ensures consistency and fairness for all Canadians. See: <https://www.canada.ca/en/environment-climate-change/services/climate-change/pricing-pollution-how-it-will-work/putting-price-on-carbon-pollution.html>

<sup>10</sup> <https://www.fillmoreireley.com/publication/investing-in-a-clean-growth-future-federal-government-unveils-clean-technology-investment-tax-credit-draft-legislation>

its targets.<sup>11</sup> **Appendix B** documents current ERP measures that have the most salience to the film-based industries.

The present timing of the electoral cycle (discussed in the preceding section) is of significance and will have bearing on the continuation and recapitalization of existing federal-level environmental policy. From this point onwards, there is essentially limited remaining time to move legislation forward. Furthermore, the Liberals are currently believed to be in a vulnerable position due to a recent misstep on announcing a heating oil exemption<sup>12</sup> from their carbon pricing policy. This has resulted in a suite of responding challenges<sup>13</sup> to their environmental platform, which includes significant criticism from various provinces. The 2023 *Fall Economic Statement (FES)* also signalled a shift in party focus to addressing affordability for Canadians. These 2023 FES measures focused on priorities including affordable housing and building a clean energy transition against a backdrop of slowing global and Canadian economies, elevated interest rates and high inflation.<sup>14</sup>

Notably, Poilievre will not say if he will commit Canada to achieving its promised emissions targets under the Paris Agreement on climate change, which creates uncertainty around to what degree current elements of the ERP will be maintained or cut with any change in government. It is widely anticipated that any change in leadership will result in the consumer carbon tax being discontinued, but the impact on other current policies is yet unknown.

On a positive note, recent polling indicates that voters would be much less likely<sup>15</sup> to vote for a conservative government that rolls back or is otherwise anti-climate policy. This indicates that some measure of climate policy continuity will need to be considered and put forward by the Conservative party in order for it to be successful in the next election.

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<sup>11</sup> In the Emissions Reduction Plan Progress Report, which references the projections published in the 2023 Emissions Projections Report, Canada is expected to:

- Exceed the previous target of 30% below 2005 levels by 2030.
- Exceed the 2026 interim objective of 20% below 2005 levels by 2026.
- Reach 36% below 2005 levels by 2030 if all modelled measures are fully implemented. Reach 40% below 2005 levels if additional actions and new measures are implemented.

See: <https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan/climate-plan-overview/emissions-reduction-2030/2023-progress-report.html>

<sup>12</sup> <https://angusreid.org/carbon-tax-perceptions-rebates/>

<sup>13</sup> <https://www.cbc.ca/news/canada/saskatchewan/government-introduces-law-stop-collecting-carbon-tax-natural-gas-1.7030339>

<sup>14</sup> Every spring, the Federal Government passes its annual budget and each fall, government reports back on how the country's finances are shaping up. This latter report is the Fall Economic Statement and represents the opening for government to respond to what is changing in the economy.

<sup>15</sup> <https://cleanenergycanada.org/poll-rolling-back-climate-action-a-possible-deal-breaker-for-many-potential-conservative-voters/>

## C. Recommendations for CMPA

As a direct result and in support of the ERP, a number of climate change-related funding and grant initiatives were issued from various federal agencies, principally Environment and Climate Change Canada as well as Natural Resources Canada. Other federal ministries with climate change funding and purview include Transport Canada; Employment and Social Development Canada; Infrastructure Canada; and Innovation, Science and Economic Development Canada. As of this writing, the majority of available funds and grants have since expired or closed since their inception, with the exception of several climate adaptation-focused<sup>16</sup> initiatives, as well as support for Indigenous-led programs or projects. The degree to which program funds will be recapitalized or continued in the years remaining prior to the 2025 election is yet unknown, as noted in the previous section.

**Appendix C** lists key federal agencies that have issued climate-related funding and grant initiatives, and also identifies which of these funds may yet be of interest to CMPA and its network. This scan has identified several available federal funding opportunities that the CMPA can put forward to members interested in retrofitting buildings, undertaking low carbon projects, sourcing electric vehicles and developing infrastructure, hiring youth to undertake sustainability initiatives, among other options. While significant project funding remains available for small to large-scale projects, we caution that the cost-sharing arrangement of most available funds will mean that substantial legwork on the part of proponents to raise supporting or matching funds will be needed. Further, the nature of the federal fund application process can be significant, which is a consideration when putting forward such opportunities to members.

Overall, the research has determined that the present flux in political agendas and current public sentiment regarding the future electability of the Liberal party have thrown into question the stability and continuity of many of the flagship environmental measures articulated in the 2022 Emissions Reduction Plan. In the interim, we recommend that the CMPA:

1. Review and put forward to its members the most pertinent available federal funding opportunities listed in **Appendix C**.
2. Watch for and review Spring Budget 2024, which will indicate which current ERP measures will be continued and/or recapitalized, and/or which may include funding for new measures or programs.

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<sup>16</sup> <https://www.google.com/url?q=https://gca.org/what-is-climate-adaptation/&sa=D&source=docs&ust=1700249353013611&usg=AOvVaw0AyvVdsFzw357EG91v-3y->

3. Initiate, develop and articulate a national strategy that has relevance to both Liberals and Conservative climate policy priorities. Areas of likely synergy include electric vehicles, building efficiency, clean fuels, carbon sequestration measures, hydrogen, and other clean technology developments.
4. Place focus on the (currently) more sustainable government relations opportunities identified in the provincial and regional briefs.

## 2. Provincial Government Relations Briefs

### A. BRITISH COLUMBIA

Climate change activity and engagement in B.C. is strengthened by the province's clean electricity grid, climate policy activity (in particular the launch of the CleanBC and Stronger BC plans) and the long standing provincial [carbon tax](#). Introduced in 2008, the carbon tax applies to the purchase and use of fossil fuels in the province, and is levied by fuel pricing and an industrial pricing component.<sup>17</sup>

British Columbia has long benefited from a relatively clean electric grid, which has been pivotal to the province's drive for greater electrification in buildings and transportation. The *Clean Energy Act*, enacted in 2010, specifies that a minimum of 93% of provincial electricity generation must be provided by clean or renewable sources.

*CleanBC*, released in 2018,<sup>18</sup> is the provincial government's plan to tackle climate change by reducing greenhouse gas (GHG) emissions by 40% in 2030 and by 80% in 2050. Most of the plan's funding is projected to come from the provincial carbon tax and contains many new as well as extended measures to address climate change. Select measures of interest include:

- For buildings, the *BC Building Code* was amended to make all buildings "net zero energy ready" by 2032 and the province will assist in funding building efficiency upgrades.

#### Key Players

Presently, British Columbia has a majority New Democratic Party government, led by **Premier David Eby**.

B.C.'s Ministry of Energy, Mines and Low Carbon Innovation, led by **Honourable Josie Osborne**, is largely tasked with delivery of the *CleanBC* plan with respect to advancing energy efficiency and clean or renewable energy sources and technologies.

The Ministry of Environment and Climate Change Strategy is responsible for the protection, management, and conservation of the province's natural resources, and is led by the **Honourable George Heyman**.

The Ministry of Post-Secondary Education and Special Skills, led by **Honourable Selina Robinson**, provides leadership for post-secondary education and skills training systems.

The Ministry of Jobs, Economic Development, and Innovation is led by the **Honourable Brenda Bailey** and supports economic growth across the province.

<sup>17</sup> In April 2023 the carbon tax rose from \$50 to \$65 per tCO<sub>2</sub>e. To protect affordability, revenues generated by the new carbon tax increases will be directed to carbon tax relief for British Columbians through enhancements to the Climate Action Tax Credit.

<sup>18</sup> In December 2018, Premier John Horgan's NDP party and Andrew Weaver's Green party jointly announced CleanBC, a plan that would reach 75% of the province's greenhouse gas emissions target.

- The natural gas grid must contain 15% renewable natural gas (though this policy remains to be legislated).<sup>19</sup>
- For transportation, 100% of new cars sold from 2040 onward must be a zero-emissions vehicle,<sup>20</sup> with other vehicle types being subject to stricter emissions regulation (measured through increased vehicle efficiency).
- For fuel, the average carbon intensity of the fuel must decrease by 30% by 2030 compared to 2010.<sup>21</sup>
- For waste, the goals outlined in the plan are to divert 95% of biodegradable waste from landfills and capture 75% of landfill emissions.

In 2021, the government further released the *CleanBC Roadmap to 2030* that ensures the province reaches its emissions goals, including increasing clean electricity from renewable sources to 100% of supply by 2030. B.C also released the *Climate Preparedness and Adaptation Strategy* in 2022 and a Climate Change Accountability Report in 2023.<sup>22</sup>

### Advocacy Opportunities

As a result of the province’s focus and pursuit of climate change objectives, British Columbia has among the most significant incentives available for related mitigation efforts in Canada. This includes funding building-related capital upgrades and energy studies, fuel switching, and vehicle electrification. Currently active funds with applicability to the film industry identified are summarized below and detailed in **Appendix D**. This information can be shared with regional CMPA members and stakeholders that may be interested in moving forward sustainability opportunities.

On an advocacy level, we recommend CMPA explore:

- Working with the Ministry of Energy, Mines and Low Carbon Innovation, BC Hydro and FortisBC to explore delivery of **coordinated/tailored incentive programs for regional studios and building owners**.
- Working with the Ministry of Energy, Mines and Low Carbon Innovation, Fraser Basin Council, New Car Dealers Association of BC, the Canadian Hydrogen and Fuel Cell Association and BC Hydro to explore opportunities for **fleet-wide conversion of available rental fleets and enabling bulk discount rates for industry**.

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<sup>19</sup> Based on B.C.’s own modelling, as reported in the 2019 methodology report, we assume that this policy would require 15% of biofuels or hydrogen blending with distributed natural gas by 2030.

<sup>20</sup> The Zero Emission Vehicle Standard requires a minimum share of light-duty vehicles sold in B.C. to be zero-emission. This mandate achieves 10% electric vehicle sales by 2025, 30% by 2030, and 100% by 2040.

<sup>21</sup> Per the Low Carbon Fuel Requirement Regulation (part of the Low Carbon Fuel Standard).

<sup>22</sup> The province is also partnering with the Federal government on the Regional Energy and Resource Tables (RERT), an initiative created by Canada to enable provinces to address barriers and enable economic opportunities associated with the transition to a low carbon economy. RERT will focus on priority areas and joint Federal-Provincial actions, including aligning resources, timelines, and regulatory processes to accelerate goals outlined in CleanBC and StrongerBC.

- A further recommendation is to consider the CMPA **champion rental fleets** in B.C to join [West Coast Electric Fleet pledge](#), so as to support a greater volume of EVs becoming available for rent for film productions.

**Table A1: List of Active Incentives, British Columbia**

Incentive	Description	Amount	Offered by
<i>Building Incentives</i>			
<a href="#">CleanBC Custom Program*</a>	Funding and capital incentives for fuel switching and other electrification measures for current buildings.	Funding of up to <b>\$200K</b> for capital projects and up to <b>\$20K</b> for energy studies.	Province, federal government, BC Hydro
<a href="#">CleanBC Custom-Lite Program*</a>	Funding for building owners and operators to implement smaller electrification measures to reduce GHG emissions.	Up to <b>\$48K</b> for capital incentives and up to <b>\$2K</b> for energy studies.	Province, federal government, BC Hydro
<a href="#">CleanBC Commercial Express Program*</a>	Funding for building owners and operators for smaller electrification opportunities to reduce GHG emissions in existing buildings.	Up to <b>\$100K</b> for capital incentives. No study required.	Province, federal government, BC Hydro
<a href="#">FortisBC Custom Performance Program</a>	Funding for natural gas and/or electricity energy-efficiency projects, tailored to a specific building.	Up to <b>\$500K</b> for commercial building projects, and up to <b>\$37.5K</b> for studies.	Province, federal government, FortisBC
<a href="#">FortisBC Gas Absorption Heat Pump Rebates</a>	Funding subsidizes feasibility studies and product rebates for high-efficiency gas absorption heat pumps to provide space heating, domestic hot water and/or building ventilation.	Up to <b>\$20k</b> for feasibility studies, and up to 75% of project costs; cap of <b>\$200k</b> .	Province, federal government, FortisBC
<a href="#">FortisBC Commercial Furnace Rebate</a>	Incentives are offered for the upgrading of old commercial natural gas furnaces with eligible ENERGY STAR® models.	<b>\$800 - 1k</b> per unit.	Province, federal government, FortisBC

<a href="#"><u>BC Hydro Business Energy-Saving Incentives</u></a>	Businesses can apply for funding to cover simple energy efficient equipment upgrades, e.g. lighting retrofits.	Variable. Over up to 25% of the upfront costs (on average), but can be up to <b>75%</b> .	BC Hydro
<a href="#"><u>BC Hydro Electric Power for Film Sets</u></a>	Funding is available for the installation of permanent power access or purpose-built power kiosks in B.C. filming locations.	Up to <b>50%</b> of electrical infrastructure costs (except for charging).	BC Hydro
<i>Transportation Incentives</i>			
<a href="#"><u>CleanBC Go Electric Passenger Vehicle Rebate Program</u></a>	Funding for purchase or lease of new alternative fuelled electric vehicles (long range) or plug-in hybrid vehicles.	Up to <b>\$3K</b> for businesses to purchase or lease (long-range), up to <b>\$1.5K</b> plug-in (more available for residents).	Province, <a href="#"><u>New Car Dealers Association of BC</u></a> , BC Hydro
<a href="#"><u>CleanBC Go Electric Fleets Program</u></a>	Variety of funding on offer to entities with public and private fleets to transition to zero emission vehicles (ZEVs).	Up to: <b>\$50K</b> for telematics tools; <b>\$5K</b> for facility assessments; <b>\$20K</b> for charging infrastructure upgrades; <b>\$5K</b> for Level 2 charging stations; <b>\$75K</b> for fast chargers.	Province, federal government (Natural Resources Canada)  Administered by the Fraser Basin Council on behalf of the Ministry of Energy, Mines and Low Carbon Innovation.
<a href="#"><u>CleanBC Go Electric Hydrogen Fleet Program</u></a>	Offers discount from the selling price of fuel cell electric vehicle purchases. Vehicles cannot be for the sole use of one individual.	Up to <b>\$8K</b> (maximum of 35%) off the sale price.	Province, Canadian Hydrogen and Fuel Cell Association.
<a href="#"><u>BC Hydro EV Charger Rebate Program for Workplaces</u></a>	Rebate funding and advisory services for installation of workplace charging for businesses. Up to four chargers can be supported.	Up to <b>\$2K</b> per charger, and up to \$14K per workplace.	Province, with occasional financial support from the Government of Canada.

			Administered by BC Hydro and FortisBC.
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*\*The overall customer cap for combined Commercial Express, Custom and Custom-Lite projects is \$750K.*

## B. ONTARIO

In 2014, Ontario made great strides in reducing emissions from its electric grid, largely due to phasing out coal-fired electricity. The prior *Green Energy Act*<sup>23</sup> and associated *Feed In Tariff* program<sup>24</sup> led to an explosive growth in renewable energy development in the province. However in 2018 the recently-elected Conservative government undertook sweeping policy reversals, which included the cancellation of over 700 contracts for new renewable energy generation.<sup>25</sup> The result has been that fossil natural gas is now expected to make up the 3,500 MW in anticipated peak electric demand shortfall anticipated by 2030. This will significantly reverse the environmental progress that Ontario has made by phasing out coal.

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<sup>23</sup> The former Green Energy and Green Economy Act was introduced in the Ontario legislature in February 2009 and later repealed on January 1, 2019. The Act was intended to expand renewable energy production, encourage energy conservation and create green jobs.

<sup>24</sup> The Feed-In Tariff (FIT) Program was developed in 2009 to encourage and promote greater use of renewable energy sources, including on-shore wind, solar photovoltaic (PV), bioenergy (biomass, biogas and landfill gas) and hydroelectricity for electricity generating projects in Ontario. Through this program, Ontario procures renewable energy from generation facilities that have a rated electricity generating capacity generally up to and including 500 kilowatts (kW).

<sup>25</sup> See:

<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjFmrvSte6CAxWXJjQIHfdwBv0QFnoECBwQAQ&url=https%3A%2F%2Fwww.oktlaw.com%2Fcancellation-of-renewable-energy-contracts-disproportionately-hits-first-nations-and-local-communities%2F&usg=AOvVaw1n6Z2DN9Xa4gUoMjvNGMbr&opi=89978449>

Although the Ministry of the Environment, Conservation, and Parks released a provincial environment plan in 2018 (described further below), the Ontario government continues to petition the federal government to pause increases to the carbon tax, and overall continues to challenge and delay progress on climate change action.

Ontario's 2018 plan to address climate change – the *Made-in-Ontario Environment Plan* – is intended “to lower greenhouse gas emissions, protect Ontario’s air, land, and water, reduce litter,<sup>26</sup> and help protect communities from climate change”. This plan is largely regressive in terms of energy policy, and as written has done little to advance large-scale environmental priorities in the province.

This said, there is some encouraging activity by agencies including the Ontario Energy Board (OEB) and the Independent Electricity System Operator (IESO) to explore more innovative options for energy in the province, including options for distributed energy resources and in the evolution of the electric grid.<sup>27</sup> Recently the province has also helped enable large-scale project funding announcements relating to electric-arc steel manufacturing<sup>28</sup> and electric vehicle manufacturing<sup>29</sup> in an attempt to revitalize the province’s flagging manufacturing sector. Over the last year, the province has increasingly begun to signal interest in refurbishing its existing nuclear energy fleet and in particular the development of small modular nuclear reactors,

### Key players

The province currently has a majority Progressive Conservative government, led by **Premier Doug Ford**.

The Ministry of Energy, led by the **Honourable Todd Smith**, supports energy efficiency and conservation efforts and supports the advancement of clean technologies and innovation in the energy sector.

The Ministry of the Environment, Conservation, and Parks, led by the **Honourable Andrea Khanjin**, is charged with protecting and improving the quality of the environment and in 2018, authored the province’s Made-In-Ontario environment plan.

The Ministry of Transportation, led by the **Honourable Prabmeet Sarkariah**, is responsible for transport infrastructure and related law, which includes highways and vehicle licensing.

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<sup>26</sup> The plan aims to reduce the amount of waste that goes to landfills by assessing streams of waste and how they can be diverted from landfills. One such plan involves examining how compostable products and packaging can be properly managed at their end of life. A Compostable Products Technical Working Group was developed to provide recommendations on setting provincial requirements for compostable products and packaging.

<sup>27</sup> See the Ontario Energy Board Innovation Sandbox, which is the first regulatory sandbox in Canada and supports pilot projects testing new activities, services and business models in Ontario’s electricity and natural gas sectors. [https://www.oeb.ca/\\_html/sandbox/index.phpupports](https://www.oeb.ca/_html/sandbox/index.phpupports)

<sup>28</sup> Two major steel companies in Ontario, ArcelorMittal and Algoma, announced that they will upgrade their steel plants, which will result in GHG reductions of about 3 Mt in each plant.

<sup>29</sup> <https://news.ontario.ca/en/release/1002955/volkswagens-new-electric-vehicle-battery-plant-will-create-thousands-of-new-jobs>

however at an estimated cost of \$400B, and given the province's previous economic track record with nuclear,<sup>30</sup> this approach is not without significant challenges.<sup>31</sup>

In November 2023, the Minister of Finance, the Honourable Peter Bethlenfalvy, released the 2023 Fall Economic Statement (FES).<sup>32</sup> The FES confirmed an increase to the Invest Ontario Fund of \$100 million, for a total of \$500 million, to allow Invest Ontario to attract more companies to the province, offer further support to current Ontario businesses, and stimulate job creation.<sup>33</sup> The showpiece announcement of the FES is the launch of the \$3B Ontario Infrastructure Bank, a board-governed agency to encourage participation by public sector pension plans and other institutional investors (including private equity) in large-scale provincial infrastructure projects. Amongst other areas of priority, projects will be focused on energy and transportation infrastructure in the municipal and community sectors. As of this writing, a specific timeline for this effort has not yet been announced.<sup>34</sup>

Despite the overarching minimal provincial progress on climate change, there remain a number of incentives in place that are applicable to buildings, including building grants, low interest loans and energy performance incentives - these are largely available through the IESO and Enbridge Gas. On electric vehicles, Ontario previously had offerings of up to \$14K which were also canceled by the provincial government in 2018. EV sales saw a subsequent decline in following years.<sup>35</sup> The only remaining incentive is for the installation of chargers outside of major cities.

### **Advocacy Opportunities**

Currently active funds with applicability to the film industry identified are summarized below and detailed in **Appendix E**. This information can be shared with regional CMPA members and stakeholders that may be interested in moving forward sustainability opportunities.

On an advocacy level, the current Ontario context makes it challenging to advance environmental priorities of interest to the CMPA and its members, and this is reflected in the

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<sup>30</sup> Previous and major cost overruns on Ontario's nuclear projects resulted in taxpayers and electricity ratepayers in Ontario absorbing the debts rung up on these projects through "debt retirement charges". Ontario's residential electricity rate is 50% higher than Manitoba's and 90% higher than Quebec's.

<sup>31</sup> <https://www.cbc.ca/news/canada/toronto/ontario-nuclear-power-electricity-1.6967927>

<sup>32</sup> In the FES, the Minister confirmed that, although Ontario's economy did grow in the first half of 2023, it is imperative Ontario continue in a fiscally responsible manner amidst continued economic uncertainty. The government projects deficits of \$5.6 billion this year and into next and \$5.3 billion in 2024–25. However, this is projected to be followed by a surplus of \$0.5 billion in 2025–26.

<sup>33</sup> Invest Ontario is the government's investment attraction agency.

<sup>34</sup> As a last point of interest, in July of 2022, Ontario introduced gas and fuel tax rate cuts to lower the gasoline tax by 5.7 cents per litre and the fuel tax by 5.3 cents per litre. This acts in direct counterpurpose to climate change efforts directed at reducing the use of fossil fuels, contrary to activity by British Columbia with its carbon tax. The 2023 FES reveals that the current fuel tax rate cuts will be extended through to June 30, 2024, providing an average household savings of \$260.

<sup>35</sup> <https://globalnews.ca/news/6298949/electric-vehicle-sales-down-ontario/>

relative paucity of available funding support in these areas in comparison to British Columbia and Québec. The province’s main focus is on the revitalization of manufacturing and large-scale energy projects such as nuclear refurbishment, which is of less relevance to the CMPA membership.

The CMPA can, however, look to lobby the Ministry of Transportation to make the case for **increasing the availability of EVs** to help meet critical industry needs in Ontario. As the green premium work has demonstrated, EVs can result in significant operational savings for productions and are increasingly of interest. Messaging can centre around the need for the province to **facilitate EV availability and charging infrastructure for major production hubs** like Toronto and Hamilton, and in so doing allow Ontario to compete with similar actions taken by other jurisdictions to attract productions to their region.

**Table B2: List of Active Incentives, Ontario**

Incentive	Description	Amount	Offered by
<i>Building Incentives</i>			
<a href="#"><u>Save on Energy's Existing Building Commissioning Program</u></a>	Designed to help owners, operators, and managers of commercial and institutional buildings improve their energy management.	Up to <b>\$50K</b> per facility and/or 75% of the costs paid to the commissioning provider.	Independent Electricity System Operator (IESO).
<a href="#"><u>Save on Energy Retrofit Program</u></a>	Incentives to upgrade equipment, reduce energy bills and lower carbon footprints. Financial incentives provided through two streams: custom for complex projects, and prescriptive for targeted retrofits.	Funding capped at <b>50%</b> of eligible costs; no cap on incentives.	IESO
<a href="#"><u>Save on Energy's Strategic Energy Management Program</u></a>	Two-year program to help applicants understand and improve energy performance through cohort learning.	Incentives for implementing eligible measures. Up to <b>\$5k</b> for energy management tools.	IESO
<a href="#"><u>Enbridge Fixed Incentive Program</u></a>	Funding offsets costs to upgrade to energy-efficient natural gas technology, including for space heating, ventilation, and hot water.	Incentives vary per unit being replaced.	Enbridge Gas Distribution

<a href="#"><u>Commercial Custom Retrofit Program</u></a>	Incentives to invest in energy-efficient retrofits to reduce energy bills and lower carbon footprints.	Up to 50% of costs, up to <b>\$100K</b> per project.	Enbridge Gas Distribution
<a href="#"><u>Energy Retrofit Loans</u></a>	Low-interest financing offered for building retrofits that reduce energy use and greenhouse gas emissions.	Up to 100% of project costs at an interest rate equal to the City's cost of borrowing. Financing limits determined through business case assessments.	City of Toronto
<a href="#"><u>Eco-Roof Incentive Program</u></a>	Funding supports the installation of green roofs and cool roofs on existing homes and buildings.	Green Roofs: <b>\$100/m2</b> installed, up to <b>\$100k</b> ; up to <b>\$1k</b> for structural assessment. Cool Roofs: <b>\$5/m2</b> with a new membrane & <b>\$2/m2</b> for coating over existing roof, up to <b>\$50k</b> .	City of Toronto
<i>Transportation Incentives</i>			
<a href="#"><u>Electric vehicle (EV) ChargeON Program</u></a>	Funding for installation of public EV chargers in Ontario communities of 170,000 or less outside, located outside of major cities or in any Indigenous community.	Up to 75% of project costs, up to <b>\$1M</b> per project.	EV ChargeON, offered by the Ministry of Transportation.
<a href="#"><u>EV Station Fund</u></a>	Funding for up to 20 EV charging stations in areas with few charging stations per capita.	Up to 50% of costs, up to <b>\$75K</b> depending on type of charge port, and up to <b>\$500</b> for advisory support.	Natural Resources Canada and The Atmospheric Fund
<i>General Incentives</i>			
<a href="#"><u>TAF Grants</u></a>	Rolling seasonal grants for projects creating high impact climate solutions in the GTHA.	Dependent on project and emissions reduction potential.	The Atmospheric Fund



## **C. QUEBEC**

Québec, along with British Columbia, currently leads the country in planning for and generating new opportunities for climate change action. In both of these provinces, a long-standing, predictable carbon price and long-term targets for local uptake of zero-emission vehicles and low-carbon building technologies, have helped accelerate innovation and attract clean technology investment. Québec is unique among all the provinces due to its existing cap-and-

trade system for industrial and electricity sectors, as well as fossil-fuel distributors.<sup>36</sup> Revenues raised by the cap-and-trade system are then invested in low-carbon technologies.

Due to its hydropower resources, Québec has among the most abundant and cheapest low-carbon electricity in North America.<sup>38</sup> This context offers emissions- and electricity-intensive industries a multitude of cost-effective opportunities to decarbonize. The presence of the public electric utility Hydro-Québec has also led to a significant amount of innovation in the energy sector. In November Hydro-Québec released its *Action Plan 2035 - Towards a Decarbonized and Prosperous Québec* which highlights the need to decarbonize and continue to reduce GHGs. In contrast to Ontario, the utility plans to meet the pending electricity demand shortfall by integrating more than 10,000 MW of wind capacity into the grid by 2035, as well as increased hydro generation, solar energy and battery storage.

In 2020, the province announced its goal to reach carbon neutrality by 2050. The *2030 Climate Plan for a Green Economy* places continued focus on the electrification of buildings, transportation and industrial activities as well as on the expansion of renewable energy sources, including bioenergy, green hydrogen and renewable natural gas.

For transportation specifically, the Québec government has signaled its intention to invest up to \$1.4B to set up an electrification industry centering on the lithium battery industry and has

### Key players

The province is led by the Coalition Avenir Québec government, led by **Premier François Legault**.

The Ministry of the Environment, the Fight Against Climate Change, Wildlife and Parks is led by **Honourable Benoit Charette**. The Ministry leads environmental policy and land development for the province and is also responsible for implementation of Québec's sustainable development plan.

The Ministry of Economy and Innovation is led by **Honourable Pierre Fitzgibbon**. In May 2022 this ministry launched a \$7.5B Innovation Strategy to help the province excel in science research and innovation. Notably the addition of energy to the purview of the Ministry of Economy and Innovation is suggesting that Québec will seek to further leverage its existing energy resources to become a North American green energy hub.<sup>37</sup>

The Ministry of Natural Resources and Forests is responsible for management of Québec's land and resources and is led by **Honourable Maité Blanchette Vézina**.

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<sup>36</sup> The cap-and-trade system (carbon market) is an economic tool that imposes an overall annual cap on GHG emissions on all emitters covered. The cap-and-trade system provides emitters with flexibility in choosing how they can meet their compliance obligations, which lowers overall mitigation costs see:

<https://www.environnement.gouv.qc.ca/changements/carbone/documents-spede/questions-reponses-en.pdf>

<sup>37</sup> See: <https://financialpost.com/commodities/energy/renewables/pierre-fitzgibbon-quebec-energy-hub-green-power-critics>

<sup>38</sup> In 2022, Quebecers were paying an average of 7.59 cents per kilowatt-hour (kWh). This compares with an average of 14.93 cents in cities in eastern Canada, or roughly twice as much. <https://montreal.ctvnews.ca/quebec-should-increase-electricity-rates-says-montreal-think-tank-1.6500709>

banned the sale of new gasoline-powered cars by 2035.<sup>39</sup> The formation of industry association Propulsion Québec in 2017 seeks to position Québec “among the world leaders in developing and implementing smart and electric modes of ground transportation”. The Government of Quebec’s Green Driving (Roulez Vert) program encourages the acquisition of new or used electric vehicles and the installation of charging stations; these available incentives are listed below. Hydro-Quebec also offers many financial incentives for energy studies and for the installation of energy-efficient equipment as does the provincial natural gas utility, Énergir.

**Advocacy Opportunities**

Currently active funds with applicability to the film industry are summarized below and detailed in **Appendix F**. This information can be shared with regional CMPA members and stakeholders that may be interested in moving forward sustainability opportunities.

On an advocacy level, the CMPA can:

- Work with Hydro Quebec to explore delivery of **coordinated/tailored incentive programs for regional studios and building owners**.
- Work with Roulez Vert to explore opportunities for **fleet-wide conversion** of available rental fleets and enabling bulk discount rates for industry.

**Table 3: List of Active Incentives, Quebec**

Incentive	Description	Amount	Offered by
<i>Building Incentives</i>			
<a href="#"><u>Efficient Solutions Program - Energy Analysis</u></a>	Funding covers energy analysis costs on buildings, equipment, or processes to identify potential energy-efficient projects.	Up to <b>\$50K</b> for total costs, depending on number. of measures. <sup>40</sup>	Hydro-Quebec
<a href="#"><u>Efficient Solutions Program - Small Businesses</u></a>	Funding for implementation of various energy efficiency measures for small businesses.	Up to <b>90%</b> of costs, with a minimum cost of \$1K.	Hydro-Quebec

<sup>39</sup> Quebec has also enacted an aggressive zero-emission vehicle (ZEV) standard, whereby automakers that sell over 4,500 vehicles in the province are required to meet a minimum ZEV credit quota. The credit requirement is set to rise from 3.5% in 2018 to 22% of non-ZEV sales by 2025.

<sup>40</sup> 40% of costs for the first energy measure to a cap of \$20K; 60% of costs following installation of one+ measures to a cap of \$30K..

<a href="#"><u>Efficient Solutions Program - Medium and Large Businesses</u></a>	Funding to implement energy efficiency measures. Financial incentives are provided via two streams: custom for complex projects, and simplified for targeted measures.	75% of costs, cap of <b>\$3M</b> .  Simplified option must be at least \$2.5K.	Hydro-Quebec
<a href="#"><u>Electricity Management Systems Program</u></a>	Funding to identify steps to manage energy use / inform the savings potential of more efficient energy systems.	50% of costs; cap of <b>\$175K</b> .  Bonus of further 1¢/kWh in annual savings; cap at 5¢/kWh.	Hydro-Quebec
<a href="#"><u>Efficient Renovation - Buildings consuming more than 150,000 m<sup>3</sup>/year</u></a>	Subsidies for energy efficient improvements to the building envelope.	75% of costs; cap of <b>\$100K</b> .	Énergir
<a href="#"><u>Efficient Renovation - Small Buildings consuming less than 150,000 m<sup>3</sup>/year</u></a>	Subsidies for energy efficient improvements to the building envelope (small buildings).	Subsidy cap of <b>\$40K</b> . <sup>41</sup>	Énergir
<a href="#"><u>Building Mechanical Systems Refinement</u></a>	Subsidies to offset cost of retrofitting building HVAC mechanical systems.	50% of costs; cap of <b>\$100K</b> .	Énergir
<a href="#"><u>Studies and Implementation</u></a>	Funding for feasibility studies to evaluate reducing energy consumption.	50% of costs; cap of <b>\$50K</b> for energy studies. Grants of \$1/m <sup>3</sup> of natural gas saved up to <b>\$1M</b> .	Énergir
<a href="#"><u>Solar PreHeating</u></a>	Funding for solar air preheating systems for space or process heating, and water preheating.	\$3/m <sup>3</sup> of natural gas saved, up to <b>\$200K</b> .	Énergir
<a href="#"><u>Subsidies for Energy-Efficient Devices</u></a>	Varying incentives to install high-efficiency devices to reduce energy consumption.	Varying subsidy amounts based on eligible device.	Énergir

<sup>41</sup> Windows: Cap of **7.5%** of purchase and installation costs. Walls or roofs: Cap of **75%** of purchase and installation costs.

<a href="#"><u>Feasibility Study</u></a>	Funding for feasibility studies to evaluate reducing energy consumption.	Up to <b>\$2,500</b>	Gazifère
<a href="#"><u>Custom Project</u></a>	Subsidies for implementation of energy efficiency equipment not covered by other Gazifère programs.	Up to 40% of costs, up to <b>\$75k</b> . Bonus of \$1/m3 of natural gas saved.	Gazifère
<a href="#"><u>Air Curtain</u></a>	Subsidies for the installation of air curtains in buildings supplied by natural gas.	Up to <b>\$8,750</b>	Gazifère
<a href="#"><u>Efficient Renovation Program</u></a>	Funding offered to support renovation projects for the replacement of windows or installation of insulation to walls and roofs.	<b>\$8/m2</b> for improved roofs and walls; <b>\$30/m2</b> for replaced windows.	Gazifère
<a href="#"><u>Innovation Program</u></a>	Funding is offered for commercial, industrial, and institutional customers experimenting with innovative measures for more efficient use of natural gas.	Up to 75% of project costs, up to <b>\$25k</b> .	Gazifère
<a href="#"><u>EcoPerformance</u></a>	Funding is offered for energy analyses and energy efficiency and conversion projects for business customers.	See Funding Detail.	Ministry of the Environment, the Fight against Climate Change, Wildlife and Parks
<a href="#"><u>Sustainable Industrial Buildings Program</u></a>	Subsidy covers property tax increases to business owners that carry out sustainable renovations.	100% of tax increase for first 3 years; 80% for 4th year; 60% for 5th year. Subsidy can increase to 100% with further certifications. Annual cap of <b>\$1 million</b> .	City of Montréal
<a href="#"><u>Sustainable development, Mobility, and Practices Projects</u></a>	Funding covers projects that reduce energy consumption of buildings or that protect the environment.	50% of costs, up to <b>\$1 million</b> ; 50% of professional fees, up to <b>\$125k</b> .	City of Montréal

<i>Transportation Incentives</i>			
<a href="#"><u>New Electric Vehicles</u></a>	Subsidies offset the costs of purchasing new electric vehicles, including plug-in hybrid vehicles, hydrogen-powered vehicles, electric motorcycles, and electric scooters.	Up to <b>\$7K</b> per vehicle	Roulez vert (program of provincial government)
<a href="#"><u>Used Electric Vehicles</u></a>	Subsidies offset the costs of purchasing used electric vehicles.	<b>\$3.5K</b> per vehicle	Roulez vert
<a href="#"><u>Charging Stations at Work</u></a>	Offered to offset costs associated with the installation of charging stations at businesses.	Up to <b>\$5K</b> per charging station/connector; cap of <b>\$49K</b> per building per year.	Roulez vert
<a href="#"><u>Transportez Vert</u></a>	Offered to businesses, municipalities, and public organizations that operate fleets of road vehicles to reduce fuel consumption and GHG emissions.	Energy Management: 50% of costs, up to <b>\$30k</b> , cap of <b>\$150k</b> /year. Eco-driving training: 50% of costs, up to <b>\$1k</b> per training session, cap of <b>\$150k</b> /year. Charging Stations: Up to 50% of costs, up to <b>\$60k</b> , cap of <b>\$150k</b> /year.	Ministry of the Environment, the Fight against Climate Change, Wildlife and Parks
<i>General Incentives</i>			
<a href="#"><u>Collective Fund for Climate and Ecological Transition</u></a>	Annual funding supports a variety of projects aimed at stimulating the adaptation, resilience, and ecological transition in Greater Montréal	Funding varies based on project requirements.	Foundation of Greater Montréal

### 3. Municipal Government Relations Brief

The following provides a high-level scan of the environmental policy context and government relations advocacy opportunities for sustainable film production in the major production centres of Vancouver, Toronto, and Montréal. Supporting detail in the form of available incentives are included via the Provincial Government Relations Brief prepared for the CMPA and provided under separate cover.

## A. VANCOUVER

*A member of the ABC Vancouver Party, Ken Sim has served as Mayor of Vancouver since November of 2022.*

The province of British Columbia<sup>42</sup> and the city of Vancouver are aligned in their progressive climate action plans. Released in 2018, Metro Vancouver’s “*Climate 2050*” plan sets forth the region’s climate change policy and action for the next 30 years.<sup>43</sup> *Climate 2050* strives to achieve a carbon-neutral region by 2050, and includes an interim emissions reduction target of 45% by 2030 compared to a 2010 baseline.

In parallel, the City of Vancouver has developed the *Climate Emergency Action Plan (CEAP)* to reach the City’s targets of reducing carbon pollution by 50% by 2030, and becoming carbon-neutral by 2050. The plan prioritizes actions in areas the City has jurisdiction, including land-use planning, transportation, buildings, infrastructure, and enhancing and protecting natural systems. Currently, 54% of Vancouver’s carbon emissions is derived from natural gas use in buildings; 39% is from gas and diesel used in vehicles; 2% from electricity; and 4% from waste. Through the CEAP, Vancouver municipal government has enacted many sustainable policies that have resulted in the city having the best air quality in Canada and producing the lowest Scope 1 greenhouse gas (GHG) emissions and solid waste per capita in Canada.<sup>4445</sup>

To target the building sector, which is one of the largest GHG-emitting sectors in the region, the City has mandated that commercial and retail buildings in Vancouver be subject to carbon pollution limits, making it the only Canadian municipality to have implemented such regulations.

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<sup>42</sup> See provincial brief, submitted under separate cover.

<sup>43</sup> Metro Vancouver is a federation of 21 municipalities, one electoral area, and one treaty First Nation that collaboratively plans for and delivers regional-scale services.

<sup>44</sup> Per the Corporate Knights’ 2022 Sustainable Cities Index composed of 12 quantitative indicators of environmental sustainability performance. <https://www.corporateknights.com/sustainable-cities-report/>

<sup>45</sup> Scope 1 emissions are from sources that an organization owns or controls directly (i.e., burning fuel in fleet vehicles). Scope 2 are indirect emissions derived from where the energy it purchases and uses is produced (i.e., generation of electricity used in buildings). Scope 3 emissions are not produced by the company itself and are not the result of activities from assets owned or controlled by them, but by those that it’s indirectly responsible for up and down its value chain (i.e., streaming, merchandise distribution). Scope 3 emissions include all sources not within the Scope 1 and 2 boundaries.

With these pollution limits, the City is striving to cut its emissions from buildings by half by 2030 compared to 2007 levels.<sup>46</sup>

Through its [Zero Waste 2040](#) strategy, the City's waste diversion rate has improved to approximately 64% currently, a diversion rate far better than the national average. Much of this progress is due to the ban on the disposal of organics and its successful bottle-deposit return program. Future improvements will focus on improved management of organics and construction and demolition wastes.

The City has been instrumental in targeting one of the largest impact areas of film and television by eliminating the use of generators for filming and also for food trucks. In 2022, City staff drafted a [Film Industry Clean Energy Policy Framework](#), which is intended to help eliminate the use of diesel generators on film sets. Additionally, through the [Public Realm Electrification Program](#), Vancouver is investing in a network of clean energy kiosks in commonly used areas for filming and as a result, expects that one-third of generator use will be eliminated by 2030.<sup>47</sup>

### **Advocacy Opportunities**

1. As noted, in 2022 the City drafted frameworks to eliminate the use of diesel and has also put in place support networks through clean energy kiosks to assist in this transition.
  - a. The CMPA is encouraged to work with the City and film offices to articulate support for and further the *Clean Energy Policy Framework* and standardize it across productions in Vancouver and surrounding areas.
  - b. In alignment with the *Public Realm Electrification Program*, the CMPA can help encourage the deployment of power kiosks within most frequently used sites at regional parks in Metro Vancouver.
  
2. The summer of 2023 concluded construction on Canada's first stand-alone renewable diesel (RD) refinery in Prince George.<sup>48</sup> RD is a more sustainable alternative to diesel and is used as a drop-in fuel. As Metro Vancouver is transitioning its transit fleets to RD:<sup>49</sup>
  - a. The CMPA is encouraged to collaborate with the City to further develop RD infrastructure and increase access to RD at commercial fueling stations across Vancouver and surrounding areas. With access to RD, the film and television industry would address a significant emissions impact area associated with consumption of fossil fuels.

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<sup>46</sup> <https://vancouver.ca/green-vancouver/green-large-commercial-and-multi-family-buildings.aspx>

<sup>47</sup> <https://vancouver.ca/green-vancouver/public-realm-electrification-program.aspx>

<sup>48</sup> <https://www.cbc.ca/news/canada/british-columbia/renewable-diesel-prince-george-1.6880007>

<sup>49</sup> <https://www.greencarcongress.com/2024/01/20240102-translink.html>

3. In Vancouver, the lack of or cost of warehouse space for storage of sets is felt to impede effective reuse practices. Costs for deconstruction and transport of deconstructed materials can also make effective reuse strategies less attractive to consider. The current *Zero Waste 2040* plan encourages and supports a transition to a more circular economy by conserving resources, preventing waste of all kinds, and promoting the share and reuse of products.
  - a. In alignment with the *Zero Waste 2040* plan, the CMPA could work with the City to amplify the need for a warehouse reuse center that can service the Vancouver film and television industry, and help divert significant amounts of waste from entering landfills.<sup>50</sup>

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<sup>50</sup> As more industries are looking for plastic alternatives, polylactic acid plastics (PLA), also referred to as bioplastics, are being developed and pushed to market. The City of Vancouver currently lacks infrastructure to process PLAs, which unfortunately results in all PLA ending up in landfill facilities. In alignment with the *Zero Waste 2040* plan, the CMPA could also work with the City to develop the proper systems and infrastructure to be able to process these bioplastics.

## B. TORONTO

*A member of the New Democratic Party, Olivia Chow was elected Mayor of Toronto for the remainder of the 2022–2026 city council term, following the resignation of Mayor John Tory in July of 2023.*

Toronto is ranked among the top three cities in Canada in sustainability, primarily due to having the lowest water consumption per capita, lowest vehicle dependency, best air quality, most open public space, and highest number of sustainability policies enacted.<sup>51</sup>

Adopted by Council in December 2021, the [TransformTO Net Zero Strategy](#) is Toronto's preeminent climate action strategy. The plan aims to reduce the City's GHGs to zero by 2040, accelerated from the original target of achieving net-zero by 2050.<sup>52</sup> The City aims to reach its target by focusing on five key areas, which include:

1. Establishing a carbon budget for its own operations, and for the community as a whole.
2. Accelerating the rapid reduction of natural gas use.
3. Establishing performance targets for existing buildings.
4. Increasing access to low-carbon transportation options.
5. Increasing local renewable energy.

Toronto Hydro, the City's electricity supplier, has also developed their own [Climate Action Plan](#) that supports the City's Net Zero vision by 2040.

Primary sources of GHG emissions in Toronto have been identified as homes and buildings at 58% (from natural gas for heating space and water), transportation at 33% (from gasoline in personal vehicles), and waste at 9% (from methane released in landfills). In November of 2023, The Atmospheric Fund (TAF)<sup>53</sup> released its Greenhouse Gas Emissions Inventory for the Greater Toronto and Hamilton Area (GTHA) for 2022. This report revealed that instead of being reduced, emissions in Toronto increased 7.8% from 2021, with emissions in the GTHA rising 8% year over year.

Toronto also has a comprehensive integrated waste management system in place. Through the City's [Long Term Waste Management Strategy](#) and [Strategy for a Circular Toronto](#), the City has a goal to reduce city-wide material consumption and increase circularity through efficient reuse and recovery of resources. The 2021 combined residential diversion rate for single-family

<sup>51</sup> Per the Corporate Knights' 2022 Sustainable Cities Index composed of 12 quantitative indicators of environmental sustainability performance. <https://www.corporateknights.com/sustainable-cities-report/>

<sup>52</sup> The strategy includes short-term goals of GHG reduction from 1990 levels by 45% by 2025; 65% by 2030; and net zero by 2040.

<sup>53</sup> TAF is a regional climate agency investing in low-carbon solutions for the GTHA on the path to net zero by 2050. They invest, provide grants, influence policy-making, and run programs.

homes and multi-residential buildings (with nine or more units) was 52 per cent (63% for single family and 26% for multi-residential).<sup>54</sup>

### Advocacy Opportunities

1. The *TransformTO Net Zero Strategy* aligns with several existing City plans that reduce GHGs, including the *Net Zero Existing Buildings Strategy*. Since buildings contribute significantly to the City's emissions, it is imperative that these buildings adhere to upgrades and retrofits. According to TAF, Toronto is in the process of developing a mandatory emissions performance standard for existing buildings.<sup>55</sup>
  - a. We recommend that the CMPA align with the City's *Net Zero Existing Buildings Strategy* to prioritize the retrofits of studio buildings in the GTHA, championing the acceleration of mandatory building performance standards across existing buildings. These building standards would require building owners to meet energy efficiency goals and guarantee action on building retrofits.
2. As part of the overall *TransformTO Net Zero Strategy*, the City has been instrumental in advancing electrification of film sets. In 2022, through collaboration with Toronto Hydro and TAF, along with usage of data on top film permitting locations, the City was able to install two power drops at filming hotspots to help film productions reduce emissions<sup>56</sup>.
  - a. We recommend that the CMPA use Vancouver's *Public Realm Electrification Program*<sup>57</sup> as a model to continue to lobby the City for additional power drops so as to increase access to grid power for film crews.
3. Productions are often forced to send materials to landfill due to limited options for material donation/recovery, or for material storage between shoots due to lack of affordable and accessible space in the city. A reuse center would offer an alternative to this process, reducing tonnage sent to landfills and consequential greenhouse gas emissions. This would help address a major infrastructure gap in the Toronto landscape, supporting the sustainability goals of the province and the City of Toronto.
  - a. It is our recommendation that the CMPA align with the City's *Long Term Waste Management Strategy* and *Strategy for a Circular Economy*, as well as the Ontario Green Screen (OGS) to develop an awareness campaign for the necessity of and creation of a reuse facility using city-owned buildings.

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<sup>54</sup> <https://www.toronto.ca/services-payments/recycling-organics-garbage/solid-waste-reports/>

<sup>55</sup> <https://taf.ca/how-not-to-be-discouraged-by-this-years-carbon-emissions-inventory/>

<sup>56</sup> Power drops have an estimated potential reduction of 400 tons of GHGs for film-usage alone. This emissions reduction potential grows as local events, food trucks, and other users plug in as well. <https://www.toronto.ca/news/city-of-toronto-to-install-two-power-drops-at-filming-hotspots-to-help-film-productions-reduce-emissions/>

<sup>57</sup> <https://vancouver.ca/green-vancouver/public-realm-electrification-program.aspx>

- b. This reuse facility could be centrally located and used for repurposing of film sets, materials, etc. to promote reuse and diversion of lightly used items from landfill.
- 4. One of the aspirational goals of the *Waste Strategy* is to work towards a zero waste future. Through previous Earth Angel research with stakeholders, it was noted that for local waste vendors, the lack of waste infrastructure in Toronto poses a significant challenge. This includes but is not limited to the lack of processing facilities for compostable products, which require commercial composting facilities.<sup>58</sup>
  - a. In alignment with the City's *Waste Strategy*, the CMPA can work in partnership with the City and the Province of Ontario to increase waste infrastructure in the Greater Toronto Area (GTA) so as to increase diversion of waste from landfills.
  - b. The CMPA can also work with the City to follow the lead from several municipalities in B.C., who have collaborated to enact a ban on organic waste from going to landfill.<sup>59</sup> This would further encourage the development of more advanced organics processing infrastructure and operations in the region.

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<sup>58</sup> The only facility is in Belleville which is two hours outside of the GTA. Additionally, compostable products are not accepted in municipal waste collection so all these items end up in landfills.

<sup>59</sup> <https://www2.gov.bc.ca/gov/content/environment/waste-management/food-and-organic-waste/organic-waste-diversion/residential-organic-waste-diversion>

## C. MONTREAL

The City of Montréal, led by Mayor Valérie Plante, is committed to reducing its greenhouse gas emissions with the objective of becoming carbon-neutral by 2050. The City released its detailed climate mitigation plan in 2020, the [2020-2030 Climate Plan](#). This plan is designed to engage the public, promote sustainable mobility and the electrification of transport, augment energy efficiency practice in buildings, and support green design. The Plan also allows the City to direct its decisions and investments towards adapting to climate uncertainties. The *Climate Plan* provides tangible support for the implementation of [Montréal 2030](#), the City's strategic plan targeting a GHG reduction of at least 55 percent below 1990 levels.

To target one of its largest emitting sectors, Montreal has developed a strong plan for [zero-emissions buildings by 2040](#) which begins with reporting mandates on energy consumption data of large buildings and adherence to GHG emissions levels. New buildings will have a zero emissions operational requirement.

Approximately 47% of the nearly million tonnes of waste produced each year in Montréal is recycled,<sup>60</sup> and the city continues to strive for an 85% diversion of waste from landfill by 2030. In its proposed [2020-2025 Waste Management Master Plan](#), Montréal will reduce food waste by 50% by 2025 and work towards zero waste by 2030 by prioritizing actions that support progress toward a circular economy.

In 2022, Montréal placed highest in sustainable transport among Canadian cities.<sup>61</sup> Additionally, the City had the lowest vehicle dependency and water consumption in Canada, and placed in the Top 3 for lowest Scope 1 GHG emissions and lowest consumption-based emissions in Canada. The provincial electric grid is also the cleanest in Canada, if not globally, with long-standing and significant hydropower resources.

### Advocacy Opportunities

1. According to past EA research and interviews with stakeholders in the film and television industry, the primary barriers for regional vendors in providing green services is the cost, availability, and power limitations of electric vehicles and electric generators. This issue is heightened by concerns of the ability for electric generators to fully power their sets.
  - a. In alignment with the *2020-2030 Climate Plan* to target the consumption of fossil fuels in the city and understanding the challenges faced by producers in the Montréal area, the CMPA should work with the regional film offices and local

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<sup>60</sup> <https://montrealgazette.com/news/local-news/montreal-plans-to-divert-85-of-garbage-away-from-landfills-by-2030>

<sup>61</sup> Per the Corporate Knights' 2022 Sustainable Cities Index composed of 12 quantitative indicators of environmental sustainability performance. <https://www.corporateknights.com/sustainable-cities-report/>

municipalities to encourage the development of power kiosks and tie-in infrastructure at frequently filmed locations in Montréal.

- b. Using the electrification incentives<sup>62</sup> offered by BC Hydro as a framework<sup>63</sup>, the CMPA could collaborate with the City to further available electrification options for productions on location. This could prioritize those locations with the highest volume of filming permits.
2. Previous EA interviews with stakeholders signaled the same challenges felt by Vancouver and Toronto in a lack of opportunities for salvaging of set materials.
    - a. Taking example of a recently established initiative in Montréal by *Architecture Without Borders Quebec* to recover and resell materials,<sup>64</sup> supporting the development of a reuse facility servicing the film and television industry in Montréal would be in alignment with the city's goals for zero waste by 2030. We recommend the CMPA consider signalling its support for such an endeavour.

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<sup>62</sup> Electric power for film sets. Per <https://www.bchydro.com/powersmart/business/programs/film-sets.html>

<sup>63</sup> BC Hydro offers up to 50% of electrical infrastructure costs for the installation of permanent power access or purpose-built power kiosks in B.C. filming locations (see Provincial Brief).

<sup>64</sup> <https://www.canadianarchitect.com/reco-celebrates-inauguration-of-new-construction-material-reuse-center-in-montreal/>

## APPENDICES

### Appendix A: Summary of Impact Areas, Priorities and Actions, Green Premium work

<b>Electric Vehicles:</b> Very high, promising and beneficial application with interest from producers across Canada.	
<p><b>Findings:</b></p> <p>Activity is well aligned with federal government direction and respective policy targets, including announced phase out of light duty internal combustion engine sales by 2035.</p> <p>Technology is applicable to smaller producers and available through major production hubs at an affordable price point, with significant cost and emissions savings resulting when considering projected operational performance.</p> <p>Engagement with producers and transport operators will be key to build awareness of benefits and uptake.</p>	<p><b>Proposed Actions/Needs:</b></p> <p>Work with national vendors to assess and allocate greater industry-focused supply in the rental fleet, particularly across production hubs with existing infrastructure and cleaner host grids (possibly through bulk rental agreements for regional producers).</p> <p>Work to promote understanding of cost savings based on documenting and compiling various production use cases, through gaining transport budget operational performance measures from productions using EVs and extrapolating what the BAU cost and emissions would have been (retrospective analysis).</p>

<b>Generators:</b> High, promising application with interest from producers across Canada.	
<p><b>Findings:</b></p> <p>Technology is applicable to smaller producers and location shoots, particularly as renewable charging options advance such as solar.</p> <p>Engagement with producers and generator operators will be key to understand performance and address concerns, such as through training on how power is used on set.</p> <p>Parallel priority to be placed on enabling grid and building tie-in opportunities in urban centres, especially in regions with electrification interest, high levels of production activity and clean grids.</p>	<p><b>Proposed Actions/Needs:</b></p> <p>Third party evaluation and demonstration of emissions and energy performance of e-generators across weather conditions and power configurations needed.</p> <p>Work with national vendors to encourage greater supply in the rental fleet, particularly across production hubs.</p> <p>In parallel promote awareness and understanding of use of cleaner generators (Tier 3 vs. Tier 1/2), and emphasis on the pairing power with LEDs to reduce power consumption and execute substantial fuel and GHG savings.</p>

<p>Consideration of partnerships with groups such as FPIInnovations and CanmetENERGY for a technical testing path based on industry feedback.</p>	
<p><b>Buildings:</b> Moderate. Nature of split incentive and low savings exhibited offer less direct benefit to Canadian producers.</p>	
<p><b>Findings:</b>          Nature of split incentive and low savings exhibited offer less direct benefit to Canadian producers, though studio engagement and upgrades will provide benefit over the longer term particularly if these target some of the smaller/olders studios and warehouses in use, as well as those regions that tend to exhibit the highest electricity costs/more carbon intensive electric grids.</p> <p>Consider national partnerships with The Atmospheric Fund, Efficiency Canada, Sustainable Buildings Canada, Canada Green Building Council and more.</p>	<p><b>Proposed Actions/Needs:</b>          Need for asset inventory of existing studio and warehouse stock across production hubs to assess the number, vintage, quality and operational performance of current buildings available to productions.</p> <p>Significant potential exists to engage with the studio community to develop targets around Canadian studio/warehouse building stock based on inventory outcomes.</p> <p>Consider stakeholder consultation and partner engagement process to set industry standard targets and to connect lagging studio owners with available incentives.</p>
<p><b>Waste:</b> Low. The waste area suggests the need for specific and point source engagement with municipalities and waste processors to enable and effect more optimal systemic processing opportunities.</p>	
<p><b>Findings:</b>          The complexity of evaluating and compiling cost and GHG outcomes for different regions and waste types reduce the value of this exercise.</p> <p>Nonetheless, ongoing producer acceptance of this premium and work associated suggest this impact area is of importance and concern, and producer efforts should continue to be supported and enabled where possible.</p> <p>Addressing Personal Protective Equipment (PPE) waste may be an area of both opportunity and need and could possibly be considered as a mandatory line item in producer COVID budgets.</p>	<p><b>Proposed Actions/Needs:</b>          On the data side, acquiring and compiling costs on a per bin basis and over the processing life cycle (e.g. from bin to landfill or other) would enable better evaluation of current waste processing alternatives, however this would require detailed study of how waste is handled across each jurisdiction.</p> <p>A focus on reduction of upstream resource use and waste diversion would be of benefit and impact.</p> <p>PPE recycling is available in all jurisdictions. PPE waste management is an additional cost, however, available disposal services should be considered, given the</p>

	increase of this problematic waste stream during the pandemic.
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## Appendix B: Federal Emission Reduction Plan Measures and Relevance to the Film-Based Industries

The 2030 Emissions Reduction Plan (ERP)<sup>65</sup> lays out 80 measures to effect potential reductions in emissions across economic sectors. Several of these measures, such as carbon pricing, were existing measures that have already been implemented, but are strengthened or otherwise continued in the ERP (including measures for electricity,<sup>66</sup> transportation<sup>67</sup> and for fuels<sup>68</sup>). The plan also introduced several other new measures, including the intent to cap oil and gas production emissions by 2030, which is one of the first major regulatory measures directed at this sector.

The following ERP measures from the 2022 plan are presented in brief based on their potential relevance to the film-based industries.

### B.1 Key Measures relevant to Electric Vehicles

*Actions taken to date by the current federal government:*

- Set a mandatory target for 100% of new light-duty cars and passenger truck sales to be zero-emission by 2035.
- Established the \$660 million Zero-Emission Vehicles (ZEV) Program which provides incentives and encourages the adoption of ZEVs.

*Actions added in the 2022 ERP:*

- Launch an integrated strategy to reduce emissions from medium-and heavy-duty vehicles with the aim of reaching 35% of total sales being ZEVs by 2030.
- \$400 million in additional funding for ZEV charging stations, in support of the Government's objective of adding 50,000 ZEV chargers to Canada's network. In addition, the Canada Infrastructure Bank will invest \$500 million in large-scale ZEV charging and refuelling infrastructure.

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<sup>65</sup> <https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan.html>

<sup>66</sup> **Electricity.** In 2018, the department amended the Reduction of Carbon Dioxide Emissions from Coal-Fired Generation of Electricity Regulations to require all coal-fired plants to meet a prescribed emission-intensity limit by 2030.

<sup>67</sup> **Transportation.** In 2010, the department published the Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations. These regulations set vehicle emission standards for the 2011 to 2016 model years. A 2015 amendment set more stringent emission standards for the 2017 to 2025 model years. In the 2030 plan, the department committed to developing a light-duty vehicle zero-emission vehicle sales mandate. It would require set percentages of new light-duty vehicles sold to have zero emissions. The percentage would increase annually, reaching 100% by 2035

<sup>68</sup> **Fuels.** In 2010, the department published the Renewable Fuels Regulations. They set a requirement for average renewable fuel content. In the 2030 plan, the department committed to developing more stringent Clean Fuel Regulations. They would require gasoline and diesel suppliers to reduce over time the carbon intensity of the fuels they produce and sell for use in Canada

- \$1.7 billion to extend the Incentives for Zero-Emission Vehicles Program for light-duty vehicles for three years.

## **B.2 Key Measures relevant to Electricity Use (i.e regional power grids)**

*Actions taken to date by the current federal government:*

- Accelerated the phase-out of coal, implemented natural gas regulations and put a price on carbon pollution.
- Funded several clean electricity programs, including the \$964 million Smart Renewable Electrification Pathways Program, the \$99 million Smart Grids program<sup>69</sup> and the \$200 million Emerging Renewable Power Program.<sup>70</sup>

*Actions added in the 2022 ERP:*

- An additional \$600 million to the Smart Renewables and Electrification Pathways Program to support additional renewable electricity and grid modernization projects.
- An additional \$250 million to support pre-development work of large clean electricity projects, in collaboration with provinces.

## **B.3 Key Measures relevant to Buildings**

*Actions taken to date by the current federal government:*

- Launched the \$1.5 billion Green and Inclusive Community Buildings program to support projects that improve energy efficiency through retrofits, repairs or upgrades and new builds.
- Launched the Public Buildings Retrofits Initiative and the Commercial Building Retrofit Initiative, using the Canada Infrastructure Bank dedicated funding target of \$2 billion for green infrastructure.

*Actions added in the 2022 ERP:*

- \$150 million to develop a national net zero by 2050 buildings strategy, the *Canada Green Buildings Strategy*. This Buildings Strategy is expected to include:

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<sup>69</sup> The GI Smart Grid Program was one of Natural Resource Canada's targeted national programs addressing key infrastructure to advance the goals of the Pan Canadian Framework on Clean Growth and Climate Change. Up to \$100 million has been invested for utility-led projects to reduce GHG emissions.

<sup>70</sup> The Emerging Renewable Power Program provided up to \$200M to expand the portfolio of commercially viable renewable energy sources available to provinces and territories as they work to reduce GHG emissions from their electricity sectors.

- A Low Carbon Building Materials Innovation Hub to drive further research, building code reform, and demonstration activities.
- A new Net Zero Building Code Acceleration Fund to accelerate adoption and implementation of the highest performance tiers of the national model energy codes.
- Invest \$200M in a Deep Retrofit Accelerator Initiative<sup>71</sup> to support deep retrofits of large buildings, which will provide help to address barriers to deep retrofits (such as audits or project management).

#### **B.4 ERP Measures relevant to Waste Management**

*Actions taken to date by the current federal government:*

- Launched the \$20M Food Waste Reduction Challenge to incentivize development and deployment of innovative solutions to reduce food waste across the supply chain.
- Committed to place a ban on harmful single-use plastics, such as straws, plastic bags, cutlery, etc.

*Actions added in the 2022 ERP:*

No concrete new actions other than putting in place landfill methane waste regulations and a stated commitment to explore circularity across the economy.

Unfortunately the action already taken on Single-Use Plastics Prohibition Regulations was overturned by Federal court as of November 16, 2023.<sup>72</sup>

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<sup>71</sup> <https://natural-resources.canada.ca/energy-efficiency/buildings/deep-retrofit-accelerator-initiative/24925>

<sup>72</sup> <https://globalnews.ca/news/10096664/plastic-ban-overturned-court/>

## Appendix C: Key Federal Players in the Environment Sector and Available Funding Streams

As a direct result and in support of the ERP, a number of climate-related funding and grant initiatives were issued from Environment and Climate Change Canada, Natural Resources Canada and other federal ministries, including Transport Canada; Employment and Social Development Canada; Infrastructure Canada; and Innovation, Science and Economic Development Canada,<sup>73</sup> but notably the majority of these have since expired or closed, with the exception of several climate adaptation-focused<sup>74</sup> initiatives, as well as support for Indigenous-led programs or projects. The degree to which program funds will be recapitalized or continued in the years remaining prior to the 2025 election is yet unknown, as discussed in the body of this document, although Spring Budget 2024 will provide further guidance.

### C.1 Environment and Climate Change Canada

Environment and Climate Change Canada (ECCC) is the lead department on climate change mitigation for Canada, led by the Honourable Minister Stephen Guilbeault. Under its mandate, the department is responsible for putting in place mitigation measures to reduce greenhouse gas emissions, report on historical emissions, estimate future emissions, and lead the coordination of action on climate change with provincial and territorial officials.

ECCC's full list of available grants and contributions<sup>75</sup> largely stem from the measures announced in the 2022 ERP. The majority of available funding programs are now closed, with the exception of support largely for adaptation-type programs or projects, or projects led by Indigenous individuals or communities.

Open and available programs that have salience to CMPA members include:

#### [The Low Carbon Economy Fund](#)<sup>76</sup>

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<sup>73</sup> Also of note is the Privy Council Office and the Climate Secretariat. The Privy Council is responsible for providing advice to the Prime Minister on strategic policy planning and coordination of the government's policy objectives, such as advancing the climate change agenda. The Climate Secretariat within the office is tasked with advancing a whole-of-government approach to support the implementation of climate policies across federal government organizations.

<sup>74</sup> <https://www.google.com/url?q=https://gca.org/what-is-climate-adaptation/&sa=D&source=docs&ust=1700249353013611&usg=AOvVaw0AyvVdsFzw357EG91v-3y->

<sup>75</sup> See link for full list: <https://www.canada.ca/en/environment-climate-change/services/environmental-funding.html>

<sup>76</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/low-carbon-economy-fund.html>

*Relevance to CMPA: The Low Carbon Economy Fund has recently re-opened for funding applications, and can provide from \$1M to \$25M in cost-sharing support for the use of low carbon technologies including for building retrofits, district energy projects, and waste diversion projects (open call), as well as for workforce and capacity building to help deliver GHG reduction projects (invitation only). CMPA could point members interested in undertaking large scale retrofits and/or innovative projects to this available funding stream.*

The Low Carbon Economy Fund supports projects through four different funding envelopes. The intake period **opened on November 7th, 2023**. The following two streams are most relevance:<sup>77</sup>

1. The **Low Carbon Economy Challenge**<sup>78</sup>, which supports the use of proven, low-carbon technologies to reduce greenhouse gas (GHG) emissions. To be eligible, projects must result in reductions in GHG emissions in 2030 and align with Canada's goals for net-zero emissions by 2050. These reductions must be:
  - Sources of GHG emissions either directly controlled by the applicant or project partner, and/or be grid electricity emissions.
  - Beyond what is required by existing regulations, standards, or codes and ongoing work by project proponents.
  - Directly and immediately the result of activities funded by the program.

Projects must result in GHG emissions reductions in 2030 and also align with Canada's goals for net-zero emissions by 2050. Applicants may request from \$1 million up to \$25 million in funding for eligible project expenditures.<sup>79</sup> Federal cost sharing will range from 25% to 75% of total eligible project expenditures that an applicant can receive, depending on the applicant type.

2. The **Implementation Readiness Fund**<sup>80</sup>, which supports activities and investments that increase the readiness of emissions reduction projects. Projects funded through the program must focus on "developing and enhancing human and/or institutional resources

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<sup>77</sup> The other two funds available include: Low Carbon Economy Leadership Fund, which supports provinces and territories to help them deliver on commitments to reduce GHG emissions, as well as the Indigenous Leadership Fund, which supports clean energy and energy efficiency projects led by First Nations, Inuit, and Métis governments, communities, and organizations.

<sup>78</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/low-carbon-economy-fund/challenge.html>

<sup>79</sup> Under past intakes, the project types that have been most cost-effective include: Waste diversion, Biomass retrofits, Industrial retrofits, Anaerobic digesters, Waste heat recovery, HVAC system retrofits, Carbon capture and utilization, and District energy system upgrades.

<sup>80</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/low-carbon-economy-fund/implementation-readiness.html>

through activities that facilitate the deployment of GHG emissions reduction technology”.

Examples of eligible projects include:

- a. **Workforce development and training**, which can include creating and delivering curriculum and training programs to help develop the talent and/or skills to support the increased deployment of GHG emissions reduction solutions.
- b. **Network development and knowledge sharing**, which can include network building and activities to enable the sharing of expertise and best practices. This support is intended to help prepare organizations for the implementation of GHG emissions reduction initiatives.

Note that there is no open call for proposals under the Implementation Readiness stream.

**This funding opportunity is open only to organizations invited to participate by Environment and Climate Change Canada.**

Some available climate change adaptation programs<sup>81</sup> are also on offer from both ECCC and Natural Resources Canada, as with other agencies, though these largely have less relevance to CMPA and its members.

## **C.2 Natural Resources Canada**

Natural Resources Canada (NRCan) is responsible for developing and implementing the most mitigation measures after ECCC under Canada’s 2030 Emissions Reduction Plan. The department is led by the Honourable Minister John Wilkinson. Measures under NRCan’s purview include those supporting clean electricity, those supporting carbon capture, utilization, and storage, and those supporting clean fuels.

Open funding opportunities<sup>82</sup> relevant to the CMPA are listed below (in order of most to least relevant).

Note that many of the **closing dates are pending in short order**, i.e. this December.

### **[Zero Emission Vehicle Infrastructure Program \(ZEVIP\)](#)**<sup>83</sup>

*Relevance to CMPA: Potential to enable EV charging projects of potential interest to studio and building owners, of up to \$5M per project. Note that the CMPA must be authorized as a ZEVIP delivery agent in order to help disburse funds, or partnerships with authorized delivery agents will need to be identified.*

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<sup>81</sup> <https://www.canada.ca/en/environment-climate-change/services/climate-change/adapting/funding.html>

<sup>82</sup> See link for full list: <https://natural-resources.canada.ca/science-and-data/funding-partnerships/opportunities/current-funding-opportunities/12398>

<sup>83</sup> <https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/zero-emission-vehicle-infrastructure-program/21876>

The Zero Emission Vehicle Infrastructure Program (ZEVIP) provides funding towards the deployment of EV chargers and hydrogen refuelling stations across Canada. This \$680M initiative is intended to increase the availability of localized charging and hydrogen refuelling opportunities across Canada. The program is administered through three key funding streams and is available until 2027.

Of these three streams, the stream of most salience that is open for funding is for **delivery organizations**. Under this stream, funding is available for smaller EV charging projects through organizations authorized to redistribute a component of the ZEVIP funding. NRCan's contribution will be limited to 50% of total project costs, up to a maximum of \$5M per project for delivery organizations. The stream closes on December 31, 2024.

#### **Zero Emission Vehicle Awareness Initiative (ZEVAI)<sup>84</sup>**

*Relevance to CMPA: This initiative has closed but is included here as a note for CMPA to watch for renewed funding. This has potential relevance in terms of building awareness and support for EV adoption across the film-based industries, which was a barrier raised in the prior Green Premium report.*

The Zero Emission Vehicle Awareness Initiative supports projects that aim to increase awareness, knowledge and public confidence in zero-emission vehicles (ZEV) and public charging and refueling infrastructure. The ZEVAI helps fund outreach, education, and capacity-building activities, and seeks to enable greater adoption of ZEVs by Canadians in all regions of the country. The call for proposals is now closed, however ZEVAI Indigenous-led projects pilot is still open until March 31, 2024, or until funds are fully allocated.

#### **The Green Construction through Wood (GCWood)<sup>85</sup>**

*Relevance to CMPA: Possibly of (limited) relevance to studio and building owners that may be interested to explore wood construction for new buildings or facilities.*

This program encourages the use of innovative wood-based building technologies in construction projects and invests in projects that generate the following benefits:

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<sup>84</sup> <https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/infrastructure/zero-emission-vehicle-awareness-initiative/22209>

<sup>85</sup> <https://natural-resources.canada.ca/science-and-data/funding-partnerships/opportunities/forest-sector/green-construction-through-wood-gcwood-program/20046>

- Reduce GHG emissions from renewable and sustainable resources that help decarbonize the built environment.
- Accelerate adoption of innovative building technologies and systems.
- Update building codes that allow for taller and larger wood buildings.
- Provide affordable housing and community infrastructure.

Three funding windows remain available to proponents:

- Window 2: Apply by December 31, 2023 for a decision by May 31, 2024.
- Window 3: Apply by March 31, 2024 for a decision by August 31, 2024.
- Window 4: Apply by June 30, 2024 for a decision by November 30, 2024.

### **Clean Fuels Fund**<sup>86</sup>

*Relevance to CMPA: Less relevant as it involves the development and leading of renewable fuel development and projects, however noted here as a point of interest given some nascent uptake in the use of alternative fuels by the industry.*

This \$1.5B fund is focused on de-risking the capital investment required to build new or expand existing clean fuel production facilities (including facility conversions). Support is also available for feasibility, engineering and design studies, as well as the establishment of biomass supply chains to improve logistics for the collection, supply, and distribution of biomass materials (such as forest residues, municipal solid waste, and agriculture crop residues) as a feedstock for clean fuel production. Resources are also available to address gaps and misalignment in codes, standards, and regulations related to the production, distribution, and end-use of clean fuels.

### **Energy Innovation Program – Smart Grids**<sup>87</sup>

*Relevance to CMPA: Less relevant as it involves the development and leading of grid-level solutions, however noted here as a point of interest.*

The Energy Innovation Program’s Smart Grid call for proposals provides support to key technology, market, and regulatory innovations that address barriers for scaling pilot projects into grid-wide deployments. The results are intended to benefit grid reliability, resiliency, and flexibility; energy affordability; enable GHG emission reductions; and make market conditions more

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<sup>86</sup> <https://natural-resources.canada.ca/climate-change/canadas-green-future/clean-fuels-fund/23734>

<sup>87</sup> <https://natural-resources.canada.ca/science-and-data/funding-partnerships/opportunities/grants-incentives/energy-innovation-program/energy-innovation-program-smart-grids/25443>

favourable to scaling successful innovations. The demonstration funding area is closing January 10th, 2023.

Other potential ministries having funds of interest include

### [Transport Canada \(Zero Emission Vehicles Program\)](#)<sup>88</sup>

*Relevance to CMPA: This is relevant as an available incentive stream for CMPA members interested in outright EV purchase, and offers support for the purchase of light duty as well as medium to heavy duty vehicles. The incentives can also be combined with a number of available provincial EV incentives on offer by most provinces and territories across Canada.*

Transport Canada is the lead agency for delivery of incentives for the Zero Emission Vehicles program, funding for which was extended in the 2022 ERP. Federal incentives are available through two programs, based on vehicle type:

1. **iZEV Program for light-duty vehicles:** Up to \$5,000 is available at the point of sale to Canadian individuals and businesses for the purchase or lease of light-duty ZEVs (e.g. cars, SUVs, and light pick-up trucks).
2. **iMHZEV Program for medium- and heavy-duty vehicles:** Up to \$200,000 is available at the point-of-sale to Canadian businesses and to organizations for the purchase or lease of medium- and heavy-duty ZEVs (e.g. trucks, cargo vans, shuttles, and other commercial vehicles).

### [Economic and Social Development Canada \(ESDC\)](#)

*Relevance to CMPA: A common barrier to employing a designated sustainability lead on productions is a lack of budget. This is relevant as an available funding source for CMPA members wishing to hire youth and other workers that can deploy sustainability initiatives on set or otherwise.*

ESDC offers upskilling and training programs as well as funding, however these are less connected to climate impact. Currently available funding programs and grants<sup>89</sup> span funding opportunities for job training, youth and senior employment and other opportunities. Some opportunities offer significant funding for pan-Canadian initiatives (i.e. such as up to \$3M per project that helps further engage Canadians with disabilities, which closes December 13, 2023). ESDC climate-focused job and skills programs are listed below.

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<sup>88</sup> <https://tc.canada.ca/en/road-transportation/innovative-technologies/zero-emission-vehicles>

<sup>89</sup> Full list here: <https://www.canada.ca/en/employment-social-development/services/funding/programs.html>

**Environmental Employability Pathway program:**<sup>90</sup>

This employment readiness program is hosted by Environmental Careers Organization of Canada (ECO Canada) and aims to assist youth (age 15 to 30) in navigating the labour market and successfully transition into sustained environmental employment. Eligible employers, offering environmentally related jobs, can receive 50% wage coverage up to \$12,000 of an employee's salary.

**Environmental Jobs Growth Program:**<sup>91</sup>

This initiative helps develop and diversify Canada's environmental workforce across all industries and provides training and employment for those looking to enter or advance careers in the clean economy. This program is available to employers across all industries offering all environmental roles and has no age restrictions for employees. Eligible employers may receive 50% wage coverage up to \$15,000 or \$18,750 when hiring self-identified equity deserving candidates.

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<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjG3bL84MuCAxU5HjQIHWY0DF4QFnoECBYQAQ&url=https%3A%2F%2Feco.ca%2F&usg=AOvVaw2rRGHc-n7SHp9FCGK9Mcin&opi=89978449>

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[https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjoneSC4cuCAxW1IDQIHWg9BU0QFnoECAoQAQ&url=https%3A%2F%2Feco.ca%2Fenvironmental-jobs-growth-program%2F&usg=AOvVaw3UcBZ6Boc2W1Ac52k\\_m-2x&opi=89978449](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjoneSC4cuCAxW1IDQIHWg9BU0QFnoECAoQAQ&url=https%3A%2F%2Feco.ca%2Fenvironmental-jobs-growth-program%2F&usg=AOvVaw3UcBZ6Boc2W1Ac52k_m-2x&opi=89978449)

## Appendix D: Funding Detail, British Columbia

### D.1 Building Retrofits

*CleanBC* offers the following building retrofit incentive programs as part of their climate strategies. FortisBC, the provincial natural gas utility, also offers capital funding as well as support for energy studies. Hydro BC offers programs to help improve energy efficiency infrastructure for businesses.

#### [CleanBC Custom Program](#)

Funded by the province and the Government of Canada, and administered by the provincial electric utility BC Hydro, the CleanBC Custom Program offers funding and capital incentives for fuel switching and other electrification measures for current buildings in the BC Hydro service territory.

- Energy Study Funding: The program will provide up to 50% of an energy study's cost, up to a maximum of \$20,000.
- Capital Project Funding: Based on a rate of \$40/tCO<sub>2</sub>e of lifetime GHG savings, CleanBC will provide funding of up to \$200,000 per customer.
  - Eligible Northern customers (located north of and including District of 100 Mile House) can receive an additional \$10/tCO<sub>2</sub>e incentive.
  - Eligible customers must produce an energy study that the project will implement measures that will lead to at least 1,200 tCO<sub>2</sub>e of lifetime GHG savings. Projects must enable:
    - Provide a net decrease in GHGs
    - Result in energy impacts that are measurable and verifiable, and that can be estimated using standard engineering calculations.
    - Involve a technology that is not covered by other utility DSM programs
    - Involve a technology that provides net electrical load growth
  - Measures can include:
    - Heat Recovery Chiller
    - Air-to-Water Heat Pump
    - Air-to-Water Heat Pump Water Heater
    - Ground Source Heat Pump
    - Air-to-Air Rooftop Heat Pump
    - Water-to-Water Heat Pump
    - Exhaust Air Heat Recovery Heat Pump
    - Sewage Heat Recovery Heat Pump
    - Electric Boiler
    - Electric Water Heater
    - High-efficiency (>75%) Heat Recovery Ventilator
    - Air Source Variable Refrigerant Flow (VRF)

- Water Source VRF

### **CleanBC Custom-Lite Program**

This program is intended to help existing commercial, institutional, or multi-unit residential building owners and operators implement smaller electrification measures to reduce GHGs in their buildings. Clean BC will provide up to 50% of an energy study's cost, up to a maximum of \$2,000.

- Based on a rate of \$60/tCO<sub>2</sub>e of lifetime GHG savings for heat pump rooftop units, Capital Incentives will provide a maximum of \$72,000.
- At a rate of \$40/tCO<sub>2</sub>e of lifetime GHG savings for all other qualifying measures, capital Incentives will provide up to \$48,000 per customer.
  - Eligible Northern customers (located north of and including District of 100 Mile House) can receive an additional \$10/tCO<sub>2</sub>e incentive.
  - Eligible customers must produce an energy study that the project will implement measures that will lead to at least 500 and less than tCO<sub>2</sub>e of lifetime GHG savings.
  - CleanBC is also offering free energy coaching services for building owners on electrification and fuel-switching measures to reduce GHGs.
  - Measures can include:
    - Air-to-Water Heat Pump Water Heater
    - Air-to-Air Rooftop Heat Pump
    - Sewage Heat Recovery Heat Pump
    - High-efficiency (>75%) HRV
    - Electric Water Heater
    - Air Source VRF
    - Electrical Cooking Equipment

### **CleanBC Commercial Express Program**

This program provides support to building owners and operators for smaller electrification opportunities to reduce GHG emissions in their existing commercial and institutional buildings. Unlike the Custom and Custom-Lite Programs, applicants are not required to submit an Energy Study. CleanBC is also offering free energy coaching services for building owners on electrification and fuel-switching measures to reduce GHGs.

- Up to \$100,000 is available through capital incentives per project.
- Applicants must be commercial buildings, as defined by Part 3 of the Building Code, and a BC Hydro Commercial customer.
- Eligible equipment can include:
  - Packaged rooftop unit equipped with an air source heat pump with gas or electric resistance for supplemental heating;
    - Can include either integrated heat recovery or a dedicated heat/energy recovery ventilator (HRV/ERV)

- Centralized high efficiency HRV/ERV fully decoupled from heating and cooling; decentralized air source variable refrigerant flow (VRF) heat pump;
- Distributed Mini-split or VRF heat pump for heating and cooling;
- In-suite packaged heat pump and in-suite HRV providing heating, cooling and ventilation;
- Air-to-water heat pump water heater;
- Wastewater heat recovery heat pump water heater;
- Electric Induction Food Preparation Equipment.

**Note:** The overall customer cap for combined Commercial Express, Custom and Custom-Lite projects is \$750,000, which can be spread over multiple projects and locations.

### [FortisBC Custom Performance Program](#)

This program offers funding for customized natural gas and/or electricity energy-efficiency projects tailored to commercial, industrial, and agricultural buildings or facilities. Available funding includes up to 75% of the costs for energy studies to determine cost effective energy savings, up to a maximum of \$37,500.

Incentives are the lesser of:

- \$6/GJ over the measure life of a natural gas efficiency project.
- \$0.03/kWh over the measure life of an electric efficiency project (**note:** this incentive is for FortisBC or municipal electricity customers).
- 75% of the invoiced project costs.
- A maximum of up to \$500,000 for commercial building or agricultural lighting projects, or up to \$1.5 million for industrial facilities.

Parameters:

- The Energy Study must be completed and submitted to FortisBC within **6 months** of receiving written approval.
- Approved energy conservation measures must be installed and operational within **18 months** of capital incentive funding approval.
- Energy conservation measures must be operated for at least **36 months** after installation.

**Implementation Bonus:** Fortis also offers an implementation bonus of up to 25% of the approved energy study cost to participants who successfully implement one or more approved energy conservation measures. The maximum implementation bonus incentive for commercial building or agricultural lighting project participants is \$12,500.

- Applicants must be FortisBC natural gas customers under any rate class except Rate 1 and/or a FortisBC electricity customer or municipal electricity customer of Grand Forks, Penticton, Summerland and Nelson Hydro.
- An owner or long-term leaseholder of a new or existing industrial or agricultural building or an existing commercial, institutional or multi-unit residential building or facility.
- Use a consultant included in FortisBC's list of approved consultants to perform a detailed energy study.
- For natural gas customers, the project must have the potential to save a minimum of 1,000 GJ of natural gas annually.
- For FortisBC or municipal electricity customers, the project must have the potential to save 50,000 kWh of electricity annually. **Except for agricultural lighting, indoor lighting projects are not eligible for the Custom Efficiency Program.**

### [FortisBC Gas Absorption Heat Pump Rebates](#)

Funding is available to help commercial and industrial businesses install high-efficiency gas absorption heat pumps to provide space heating, domestic hot water and/or building ventilation. To determine whether a gas absorption heat pump system is appropriate for the building, the program offers both feasibility study funding, up to \$20,000, and product rebates, up to 75% of the project costs to a maximum of \$200,000.

#### Eligibility

1. A FortisBC natural gas customer under any rate class except Rate 1.
2. Applicants must be a property owner or long-term leaseholder of an existing commercial or industrial building.
3. The building must have dedicated outdoor space (ground level or rooftop) to house the gas absorption heat pump unit(s).
4. Applications and supporting documentation must be submitted no later than 365 days after the purchase date of the product(s) (as shown on the paid invoice) or installation date (as listed on the application form), whichever is first.

### [FortisBC Commercial Furnace Rebate](#)

Incentives are offered for the upgrading of old commercial natural gas furnaces with eligible ENERGY STAR® models. Up to \$1,000 is available per unit.

#### Eligibility

- Must be a FortisBC natural gas customer under any rate class except Rate 1
- Existing furnace must be at least 10 years old and must not require repairs in excess of \$1,000 (pre-tax, including parts and labour). Emergency replacements of a furnace that

is not in working order or is deemed unsafe to operate by a licensed gas contractor are not eligible.

- Must install an eligible ENERGY STAR certified furnace with a two-pipe direct vent system, as verified by a photograph included with the application.
- Furnace must have been purchased, installed, and paid in full on or after May 1, 2019.
- Applications and supporting documentation must be submitted no later than 365 days after the purchase date of the product(s) (as shown on the paid invoice) or installation date (as listed on the application form), whichever is first.

### **[BC Hydro Business Energy-Saving Incentives](#)**

Businesses can apply for funding to cover up to 25% of the upfront costs (on average can be up to 75%) of energy efficient equipment upgrades. Including equipment includes lighting, HVAC, refrigeration, and mechanical technologies equipment.

Energy-saving incentives are only available for simple, one-for-one replacements. Available measures and configurations (over 100) are listed in the e.catalog, which is the sole source of eligible configurations and products for the program, available here:  
[https://www.bchydro.com/ecatalog/?WT.mc\\_id=f20besi\\_lp\\_textlink5](https://www.bchydro.com/ecatalog/?WT.mc_id=f20besi_lp_textlink5)

Applications can be made through the Conservation and Energy Management (CEM) Hub.

### **[BC Hydro Electric Power for Film Sets](#)**

Funding is available for the installation of permanent power access or purpose-built power kiosks in B.C. filming locations (filming locations to be determined by Reel Green Clean Energy Committee). Funding covers up to 50% of electrical infrastructure costs for the design and installation of the kiosks or other permanent power access infrastructure, not including charging equipment. Funding amounts to be determined through a review of project costs and benefits. Applicable costs include:

- Meters, transformers, feeders, panels, branch circuits and conduit
- Communication infrastructure
- Design of electrical system
- Electrical contractor labour

To qualify for funding, applicants need to be identified as a priority filming location by the [Reel Green Clean Energy Committee](#).

Power kiosks may be installed on municipality property or private property, provided the municipality has entered into an agreement with the property owner.

## D.2 Transportation

CleanBC offers the following vehicle rebate programs as part of their climate strategies. BC Hydro also offers a rebate program for the installation of EV charging infrastructure.

### [CleanBC Go Electric Passenger Vehicle Rebate Program](#)

Delivered by the New Car Dealers Association of BC (NCDA) in partnership with the Province of British Columbia and BC Hydro.

BC residents are eligible for up to \$4,000 for the purchase of qualifying new electric or hydrogen fuel cell EVs, longer range (over 85 kilometres of electric range) plug-in hybrid EVs, and up to \$2,000 for a shorter range plug-in hybrid EV.

\$3,000 is available to businesses, non-profit organizations, and local government organizations who purchase or **lease** qualifying new EVs or hydrogen fuel cell EVs, longer range (over 85 kilometres of electric range) plug-in hybrid EVs. A \$1,500 rebate is available for shorter range plug-in hybrid EVs.

**Effective August 2, 2022**, cars with a manufacturer's suggested retail price (MSRP) of over \$55,000 and Larger Vehicles with an MSRP of over \$70,000 shall not be considered eligible for the rebate.

The purchaser or lessee of the vehicles must be an individual (who applied with the Ministry and was deemed eligible), business, non-profit, or public entity (including municipal and regional governments and first nations, but excluding provincial, crown, and federal government agencies) that is a BC resident or the business, non-profit or public entity is based in British Columbia or has a BC-based affiliate.

### [CleanBC Go Electric Public Charger Program](#)

**Not listed in summary table.**

Current application period **closed in Sept 2023** but a new application period will soon open.

Designed to increase the number of public Direct Current Fast Chargers (DCFCs), this program offers funding of varying rebates up to \$80,000 per charge port depending on charger output, to a maximum of 50% of project costs, with enhanced rebates of up to \$130,000 per port, to a maximum of 90% of costs for Indigenous communities.

### [CleanBC Go Electric Fleets Program](#)

This program is administered by the Fraser Basin Council on behalf of the Ministry of Energy, Mines and Low Carbon Innovation. The Ministry of Energy, Mines and Low Carbon Innovation is responsible for overall CleanBC GoElectric Program design, management, and oversight, including oversight of the Go ElectricFleets Program management.

Funding is available to B.C. registered companies, Indigenous and local governments, and public sector organizations with public and private fleets to transition to zero emission vehicles (ZEVs). Funding from the Natural Resources Canada's Zero Emission Vehicle Infrastructure program is currently incorporated into this program to increase rebates for charging infrastructure.

Offered is up to \$50,000 for telematics tools and a ZEV Fleet Assessment, up to \$5,000 for Facility Planning Assessments, up to \$20,000 for charging infrastructure upgrades, up to \$5,000 for the purchase and installation of Level 2 charging stations, and up to \$75,000 for the purchase and installation of Fast chargers.

Along with funding opportunities, advisory services, training, and resources and tools are offered to applicants.

The overarching program guide can be reviewed here and contains further details with respect to the program, funding intent, and guidelines. [https://pluginbc.ca/wp/wp-content/uploads/2021/01/Go\\_Electric\\_Fleets\\_Program\\_Guide-Oct-2022.pdf](https://pluginbc.ca/wp/wp-content/uploads/2021/01/Go_Electric_Fleets_Program_Guide-Oct-2022.pdf)

### **[CleanBC Go Electric Hydrogen Fleet Program](#)**

This program is delivered by CleanBC in partnership with the Canadian Hydrogen and Fuel Cell Association. Eligible fleet operators, including businesses, non-profits, or public entities, can apply for up to \$8,000 for fuel cell electric vehicle purchases, up to a maximum of 35% of total costs.

Applicant must be a business, non-profit or public entity. Requirements are that:

- The applicant must be a qualified fleet customer with a Fleet Account Number (FAN).
- The vehicle must be actively used and remain within the company fleet for a minimum of two years.
- The vehicle must be insured and plated in British Columbia for a minimum of two years.
- The vehicle cannot be for the sole use of one individual
- The vehicle must be purchased in Canada.

### **[BC Hydro EV Charger Rebate Program for Workplaces](#)**

Funded by the Government of B.C.'s Ministry of Energy, Mines and Low Carbon Innovation, with occasional financial support from the Government of Canada, and is administered by BC Hydro and FortisBC.

This program offers rebates of up to 50% of costs to a maximum of \$2,000 per charger, and up to \$14,000 per workplace, to workplace owners installing EV chargers. Up to four workplace sites can be applied for by each business.

Eligible costs can include:

- Purchasing the charging station
- Labour and construction costs for installation of the charging station and associated conduit
- Site assessments including analysis of electrical capacity, review of panel capacity and infrastructure, and identification of design options
- Electrical and related permits
- Parking and electrical design required by the charging stations and conduit
- EV parking signage
- Network connection fees for up to two years (stations must be connected for a minimum of two years)
- Taxes are not eligible for rebates

Pre-approval from BC Hydro is required before purchasing or installing chargers.

To be considered eligible under this program, a workplace must:

- Be located in B.C.
- Have a minimum of five employees that work primarily based on the premises
- Be constructed no later than August 31, 2021. This rebate is for retrofit solutions only, new builds are ineligible.
- Have dedicated parking for employees: the rebated charging stations must be dedicated for the use of employees only, during employee working hours.

**Other:** [West Coast Electric Fleets](#)

West Coast Electric Fleets is an initiative of the Pacific Coast Collaborative. This is an initiative between British Columbia, California, Oregon, and Washington to accelerate a low-carbon economy on the West Coast.

By joining this initiative, organizations pledge to take action to expand the use of ZEVs and join a network of other like-minded fleet partners committed to expanding ZEVs, with the mission to aim for 10% of new vehicle purchases in public and private fleets.

## Appendix E: Funding Detail, Ontario

### E.1 Building Incentives: Electricity

The Independent Electricity System Operator (IESO) is the Crown corporation responsible for operating the electricity market and directing the operation of the bulk electrical system in Ontario, and the coordinator and integrator of the electricity system. *Save on Energy Business* programs are delivered by the IESO and provide support and tools to invest in energy-saving techniques, projects and capabilities.

These include:

#### [Save on Energy's Existing Building Commissioning \(EBCx\) Program](#)

This program offers financial incentives to institutional and commercial building owners to improve their energy management. Qualified commissioning providers are funded to undertake building recommissioning at facilities, identifying energy savings from improved facility operations and maintenance business practices.

Applicants must be the owner, operator, or manager of a commercial or institutional building and meet the following requirements:

- Have a minimum of 12 months of consecutive energy data and have consumed at least 750,000 kWh per annum, excluding energy consumed by industrial and manufacturing processes.
- Have baseline models meeting the minimum standards.
- Not have undertaken a commissioning exercise in the last two years, nor be participating in a building accreditation system that requires EBCx as a prerequisite.
- Be connected to, or behind the meter of, an electricity customer connected to the IESO-controlled grid or a distribution system
- Meet any other eligibility requirements as outlined in the M&V Guidelines below.

Additionally, the project must include **one** of the following measures:

- occupant behavioural measures
- set point and scheduling optimization
- air and water balancing
- other operational and maintenance changes
- equipment repairs and minor replacements.

Also included are pay-for-performance incentives for savings achieved through implementation of specified practices. The commissioning provider will train participants to engage in ongoing commissioning and to integrate this process into their standard management practices.

## **Funding:**

Applicants can receive up to \$0.06 per square foot of the building area, subject to a maximum of \$50,000 per facility and/or 75% of the costs paid by the participant to the commissioning provider to undertake the investigation.

- Receive incentive of \$0.03 per kWh of confirmed energy savings, to a maximum of 30% of the facility's annual electricity consumption (kWh) calculated using the baseline model or \$50,000, whichever is lower.
- Receive incentive of \$0.03 per kWh of persisting energy savings, subject to a maximum 30% of the facility's annual electricity consumption (kWh) calculated using the baseline model or \$50,000, whichever is lower. Savings are calculated and verified after the 12-month period.

The Participant must meet the following eligibility criteria:

1. Be an electricity customer with one or more Facilities connected to (or behind the meter of an electricity customer connected to) the IESO-Controlled Grid or a Distribution System;
2. not be insolvent; and
3. execute a Participant Agreement with the IESO.

## **Save on Energy Retrofit Program**

Offers businesses incentives to small, medium, and large businesses to upgrade equipment, reduce energy bills, lower carbon footprints and enhance staff comfort. The program offers financial incentives through two streams.

### **Custom Stream**

The custom stream offers financial incentives for businesses to undertake larger, more complex retrofit projects, more reflective of the participant's actual operating conditions. The custom stream accommodates a wider range of project types to encourage greater energy savings.

### **Prescriptive Stream**

This stream offers incentives for targeted retrofits, helping participants upgrade to more energy-efficient equipment. Focused on commonly used products and technologies, this program is suitable for more typical upgrades of equipment. Businesses can receive incentives for a variety of energy-efficient measures available in three areas: Lighting, HVAC, and Manufacturing and other equipment.

### **Eligibility**

Retrofit incentives are available to owners or lessees\* of:

- Commercial spaces or buildings, such as offices, retail and grocery stores, restaurants, hotels and warehouses
- Industrial facilities, in sectors such as food and beverage, automotive, plastics, steel, mining, paper and chemical industries, among others
- Institutional buildings, including hospitals, universities, municipal facilities
- Multi-family buildings
- Agricultural facilities, such as dairy, swine and poultry farms, greenhouses and nurseries, among others.

\*If you lease, you must have the owner's consent or authorization to participate.

Eligible projects are those that provide sustainable, measurable, and verifiable reductions in peak electricity demand and electricity consumption. Examples include:

- lighting retrofits
- lighting controls
- HVAC redesign
- chiller replacement
- variable-speed drive installations
- custom equipment retrofits

Retrofit program participants can expect:

- Incentives for a wide range of energy-efficiency measures for enhanced energy savings
- An easy-to-use Retrofit portal for submitting and processing applications
- Funding capped at 50% of eligible costs and no cap on incentives

### [Save on Energy's Strategic Energy Management \(SEM\) Program](#)

This two year program is designed to help organizations improve their energy performance through knowledge and training in energy management and the implementation of organizational practices, policies, and processes. Applicants must be owners or operators of an industrial, commercial, or institutional facility that produces a minimum electricity consumption of 3,000,000 kWh per year.

Three components create the program:

- Cohort learning:
  - facilitated peer learning opportunities
  - dedicated support, including one-on-one coaching
  - online energy management resources, including case studies
- Energy Savings Incentives:
  - Incentives of \$0.02/kWh of electricity savings for the implementing of eligible measures that have not been covered by other Save on Energy or Ontario ratepayer-funded programs.
  - Incentives are based on savings generated within the two year program.
- Program Milestone Incentives:

- For participants reaching key program milestones, additional incentives are available for energy management tools, up to \$5,000.

### **Energy Retrofit Loan**

The City of Toronto offers fixed, long-term, low-interest financing for building owners to invest in low-carbon, energy-efficient capital improvements. Financing covers up to 100% of project costs at rates equal to the City's cost of borrowing, with repayment terms up to 30 years for qualifying projects. Available funding is determined through a business case assessment. This loan program can be used to access utility incentives and Federal grant programs.

All buildings in Toronto are eligible and eligible measures/technologies include:

- Heat pumps
- High-efficiency boilers, chillers and HVAC
- Building envelope improvements
- Building automation systems and controls
- Lighting retrofits
- Renewable energy systems
- Energy/battery storage
- Fuel switching
- Other retrofit measures/technologies

### **Eco-Roof Incentive Program**

Funding is available through the Environment & Climate Division at the City of Toronto to support the installation of green roofs and cool roofs on homes and buildings. Applications are accepted on an ongoing basis and cover funding for green and cool roofs.

#### **1. Green Roofs**

Funding is offered at \$100/m<sup>2</sup> vegetated area installed, up to \$100,000 per project. A grant of up to \$1,000 is available for structural assessments to determine if an existing building can carry the additional weight of a green roof. There are requirements to minimum coverages of available roof space.

Eligible buildings include:

- existing residential, industrial, commercial & institutional buildings
- new residential, industrial, commercial, & institutional buildings with a gross floor area of less than 2,000 m<sup>2</sup>
- all new construction projects by Toronto School Boards and not-for-profit organizations

#### **2. Cool Roofs**

Funding will cover \$5 / m<sup>2</sup> for a cool roof with a new membrane, or \$2 / m<sup>2</sup> for a cool roof coating over an existing roof, up to a maximum of \$50,000 per project. The roof must cover 100% of available roof space, excluding mechanical equipment).

Eligible buildings include:

- existing residential, industrial, commercial & institutional buildings
- new low rise residential buildings less than five units

## **E.2 Building Incentives (cont'd): Natural Gas**

### **Enbridge Fixed Incentive Program**

Funding is available to offset the costs of upgrading to energy-efficient natural gas technology. Eligible equipment includes space heating, ventilation, and hot water. Incentives vary per unit being replaced.

### **Commercial Custom Retrofit Program**

Funding is available to commercial, multi-unit residential, educational, and institutional buildings to invest in energy-efficient retrofits. Incentives include up to 50% of energy efficiency upgrade costs, up to \$100K per project, calculated at \$0.25/m<sup>3</sup> of natural gas saved.

Types of retrofit projects

- Boilers
- Water heating systems
- Building automation systems
- Heat recovery
- Variable frequency drives (VFDs)

Eligible projects must be:

- Located in the Enbridge Gas service area, including areas previously served by Union Gas.
- Confirmed by an Enbridge Gas Energy Solutions Advisor.

## **E.3 EV Incentives**

### **Electric vehicle (EV) ChargeON Program**

This program provides funding for the installation of public electric vehicle (EV) chargers in Ontario communities outside of major cities. Funding is up to 75% of project costs up to \$1 million per project for municipalities and Indigenous businesses, organizations, and communities. All other applicants qualify for up to 50% of total project cost.

Eligible applicants include businesses, not-for-profit organizations, municipal governments, Indigenous communities, organizations, or businesses, and broader public sector organizations. Charging stations should be accessible 24/7, include a range of ports and connector types, and be located in a community of 170,000 or less or in any Indigenous community.

### **EV Station Fund**

Offered by Natural Resources Canada and The Atmospheric Fund (TAF), this program offers incentives for the installation of up to 20 charging stations across one or multiple locations in the Greater Toronto and Hamilton Area (GTHA), with a priority for EV charging stations in areas with the fewest chargers per capita. Funding consists of up to \$500 for advisory support and up to 50% of costs, up to a maximum of \$75,000 dependent on charge port type:

- \$5,000 per Level 2 Charge Port
- \$15,000 per DC Fast Charge Port
- \$50,000 per DC Fast+ Charge Port
- \$75,000 per DC Fast+ Charge Port (100 KW +)

## **E.5 General Incentives**

### **TAF Grants**

TAF offers rolling seasonal grants for projects that create high impact climate solutions in the GTHA. Projects must be related to low-carbon buildings, electricity grid decarbonization, and electric mobility, and consist of projects and approaches that generate large-scale carbon reduction. TAF funding may encompass the design or implementation of climate policy solutions, new and scalable approaches to reduce emissions, and advance equitable cities. Grant amounts vary and are dependent on project size and emissions reduction potential.

Eligible participants include municipalities, non profit organizations, or registered charities in the GTHA. For profit organizations may be eligible with the understanding that there is a reasonable and mutually agreed proportion of financial returns generated through the grant project.

## Appendix F: Funding Detail, Quebec

### F.1 Buildings: Energy/Electricity

Hydro-Quebec offers several financial incentives for energy studies and for the installation of energy-efficient equipment.

#### [Efficient Solutions Program - Energy Analysis](#)

Financial assistance up to \$50,000 is available to conduct an energy analysis on buildings, equipment, or processes to identify potential energy-efficient projects. Following Hydro-Quebec's approval of the energy analysis, applicants can receive 40% of eligible costs, up to a maximum of \$20,000. Following the installation of one or more measures included in the energy analysis, 60% of eligible costs will be covered, up to a maximum of \$30,000.

Eligible buildings must be:

- Located in Québec
- Used for commercial, institutional or industrial activities
- Be supplied by Hydro-Québec's system or by an eligible off-grid, municipal or cooperative system

#### [Efficient Solutions Program - Small Businesses](#)

Financial support is available for the implementation of energy efficiency measures for small businesses. Up to 90% of eligible costs will be covered and constitute financial assistance of at least \$1,000. Projects must target installation of new equipment.

Various energy efficient measures are eligible for financial assistance, including:

- Installation of LED fixtures with or without DLC Premium rating
- Installation of geothermal heat pumps
- Installation of aerothermal heat pumps
- Installation of thermal storage units
- Improvements to the thermal envelope (walls, roof, windows)
- Drain water heat recovery
- Recovery of heat from air vents
- Recovery of heat discharged by a refrigeration system in refrigerated display cases and cold-storage rooms (grocery stores)
- Installation of variable-frequency drives (range hood, HVAC system, pump motor, fan motor)
- Improvements to the efficiency of a refrigeration system in refrigerated display cases and cold-storage rooms for grocery stores (CO2, ammonia)

- Use of efficient snow cannons at ski hills
- Installation of an HVAC control system
- Installation of induction cooktops
- Installation of a solar wall to preheat fresh air
- Installation of air-conditioning cooling units with a high-efficiency compressor
- Installation of air-conditioning cooling units with a variable-speed drive on the compressor motor
- Installation of ENERGY STAR® certified air-conditioners
- Installation of air-conditioning units with a variable-speed compressor NEW
- Installation of ENERGY STAR® certified commercial refrigerators or freezers NEW

The project must:

- constitute a Québec commercial, institutional, or industrial building subject to Rate G
- target one or more buildings that receive electricity from the Hydro-Québec grid or an eligible off-grid, municipal or cooperative system
- Target pre-defined list of energy efficiency measures

### **Efficient Solutions Program - Medium and Large Businesses**

Financial support is available, in a Simplified and Customized Option, for the implementation of energy efficiency measures for medium and large businesses. Up to 75% of eligible costs will be covered, to a maximum of \$3 million. Projects must qualify for financial assistance of at least \$2,500 and target installation of new equipment.

Various energy efficient measures are eligible for financial assistance, including:

- Installation of LED fixtures with or without DLC Premium rating
- Installation of geothermal heat pumps
- Installation of aerothermal heat pumps
- Installation of thermal storage units
- Improvements to the thermal envelope (walls, roof, windows)
- Drain water heat recovery
- Recovery of heat from air vents
- Recovery of heat discharged by a refrigeration system in refrigerated display cases and cold-storage rooms (grocery stores)
- Installation of variable-frequency drives (range hood, HVAC system, pump motor, fan motor)
- Improvements to the efficiency of a refrigeration system in refrigerated display cases and cold-storage rooms for grocery stores (CO<sub>2</sub>, ammonia)
- Use of efficient snow cannons at ski hills
- Installation of an HVAC control system
- Installation of induction cooktops

- Installation of solar walls to preheat fresh air
- Installation of air-conditioning cooling units with a high-efficiency compressor
- Installation of air-conditioning cooling units with a variable-speed drive on the compressor motor
- Installation of ENERGY STAR® certified air-conditioners
- Installation of air-conditioning units with a variable-speed compressor NEW
- Installation of ENERGY STAR® certified commercial refrigerators or freezers NEW

The project must:

- constitute a Québec commercial, institutional, or industrial building subject to a business rate
- target one or more buildings that receive their electricity from the Hydro-Québec grid or from an eligible off-grid, municipal or cooperative system
- target energy efficiency measures

### [Electricity Management Systems Program](#)

This program helps businesses determine the steps to take to manage energy use and gain information on the subsequent savings from implementation of more efficient energy systems. Financial assistance is available through this program of 50% of eligible costs, up to a maximum of \$175,000. Applicants must have a building or facility that has consumed over \$750,000 in electricity in the past 12 months.

**Additional bonus:** Conditional upon the implementation of eligible energy efficiency measures, a further 1¢/kWh in eligible annual savings may be added each year (up to a maximum of 5¢/kWh).

Program Format:

- Diagnostic Analysis: 50% of eligible costs (max. \$25,000)
- Electricity management system (EMS): 50% of eligible costs (max. \$75,000)
- Energy management information system (EMIS): 50% of eligible costs (max. \$75,000)

To qualify for funding, projects must:

- Constitute a Québec facility or building
- Have have an electricity bill for the past 12 months and exceed \$750,000
- Pertain to industrial activities
- Combine real-time measurement of the electricity consumption of main system components with the adoption of efficiency practices and the implementation of an EMS calibrated for continuous improvement (indicators, action plan, procedures, etc.)

### **Sustainable Industrial Buildings Program**

This program is available to building owners that undergo construction, expansion, renovation, or demolition-reconstruction work that meets certain sustainable development benchmarks. The subsidy is offered to offset general property tax increases resulting from these upgrades.

The subsidy is offered to various business types, including for film, video and audio recording production.

New buildings must meet one of the following conditions:

- Obtain LEED certification
- Obtain Living Building Challenge certification
- Obtain BREEAM certification
- Obtain HQE certification
- Obtain Passive House certification
- Obtain Zero Carbon Building certification
- Meet building code requirements for wood-frame structure

Existing buildings must either obtain BOMA BEST certification or meet one of the required conditions for a new building.

Building owners will be reimbursed at 100% of the property tax increase resulting from carrying out eligible upgrades for the first three years. The fourth year will be subsidized at 80% of the tax increase, while the fifth year following upgrades will garner a 60% subsidy. Applicants may be able to increase this subsidy to 100% for the fourth and fifth years if they obtain [Zero Carbon Building certification](#) for their building or if the building is located in a key geographical sector established in the [Action Plan for the Economic Development of the Territory](#). The subsidy has an annual cap of \$1 million.

### **Sustainable development, Mobility, and Practices Projects**

The City of Montréal offers subsidies to companies that own or rent non-residential buildings in one of predetermined [designated areas](#) of the city.

The project must meet one of the following objectives:

- Promote sustainable transportation of merchandise
- Promote the use of active or public transportation
- Help improve rainwater management
- Reduce drinking water consumption
- Reduce heat islands
- Promote greening or biodiversity
- Improve waste management
- Develop circular economy practices

- Promote reduced energy consumption or energy transfer to renewable energy sources
- Promote cohabitation between the applicant, populations, and neighbouring businesses

Funding is offered at 50% of project costs, up to a maximum of \$1 million, as well as 50% of professional fees, to a maximum of \$125,000. This subsidy increases to 60% if the applicant is a social economy company or a new business of less than five years old.

## **F.2 Buildings: Natural Gas**

Énergir is the main gas distributor in Quebec and they offer grants for the purchase of high-efficiency appliances or for the implementation of energy efficiency projects.

### **Efficient Renovation - Buildings consuming more than 150,000 m<sup>3</sup>/year**

Subsidies are available for commercial, industrial, multi-residential, and institutional buildings to encourage improvements to the building envelope to make them more energy efficient. Applicable projects may include insulation of the building, replacement of windows, and sealing of the building to eliminate leaks. Funding is calculated at \$1.00/m<sup>3</sup> of natural gas saved for the first year following the implementation of an eligible measure. 75% of eligible costs can be funded, up to a maximum of \$100,000.

Applicants must:

- Use natural gas as the main source of heating and have an annual natural gas consumption of at least 150,000 m<sup>3</sup>.
- Be a current Énergir customer or in the process of becoming one.
- Constitute a commercial, multi-rental residential, or institutional property.
- Aim to improve the building envelope through insulation of the building, replacement of windows, sealing of the building (elimination of air leaks).
- Determine the energy savings with an engineer who is a member of the Order of Engineers of Quebec and works within a registered firm.
- Display a superior performance criterion in the MNECB – 1997
- Submit request for participation to Énergir before the renovation project is carried out.

### **Efficient Renovation - Small Buildings consuming less than 150,000 m<sup>3</sup>/year**

Subsidies are available for small commercial, industrial, multi-residential, and institutional buildings to encourage improvements to the building envelope to make them more energy efficient. Applicable projects may include insulation of the building, replacement of windows, and sealing of the building to eliminate leaks. Funding is calculated at \$30/m<sup>2</sup> of replaced windows to a maximum of 7.5% of the purchase and installation of the windows, and \$8/m<sup>2</sup> of renovated walls or roofs up to a maximum of 75% of the purchase and installation costs. Subsidies are capped at a maximum of \$40,000 per year.

Applicants must:

- Use natural gas as the main source of heating and have an annual natural gas consumption of less than 150,000 m<sup>3</sup>.
- Constitute a commercial, multi-rental residential, or institutional property.
- Aim to insulate roofs or walls that result in improvement in energy performance compared pre-renovation performance.
- Submit request for participation to Énergir before the renovation project is carried out.

### **Building Mechanical Systems Refinement**

Applicants can receive up to \$100,000 to subsidize the costs of overhauling building mechanical systems to improve energy efficiency. The program covers 50% of the costs associated with each of the four phases, including investigation, implementation, transfer, and monitoring.

Eligible projects must:

- Be a current Énergir customer
- Be intended for buildings or groups of buildings with a natural gas consumption of at least 75,000 m<sup>3</sup>. Buildings with consumptions of less than 75,000 m<sup>3</sup> may be eligible after consultation with Énergir
- Not have received subsidy assistance for retrofits or new construction within the past five years
- Be carried out by an accredited agent and energy savings potential approved by Énergir
- Submit request for participation to Énergir before the renovation project is carried out

### **Studies and Implementation**

Énergir offers funding for feasibility studies with engineering consulting firms to evaluate scenarios aimed at reducing energy consumption. Funding is equivalent to 50% of the study costs to a maximum of \$50,000. Funding for implementation costs are calculated at \$1.00/m<sup>3</sup> of natural gas saved for the first year following the implementation of an eligible measure, up to a maximum of \$1 million.

Applicants must:

- Use natural gas as the main source of energy for heating the building covered by the project.
- Be a current Énergir customer or in the process of becoming one
- Work in the commercial, institutional or industrial sector
- Determine the energy savings with an engineer who is a member of the Order of Engineers of Quebec and works within a registered firm
- Submit request for participation to Énergir before the study is carried out

### **Solar PreHeating**

Subsidies are available to commercial, institutional, multi-residential, or industrial businesses to encourage the purchase and installation of a solar air preheating system for space or process heating and water preheating. Funding is calculated at \$3/m<sup>3</sup> of natural gas saved for the purchase and installation of a thermal collector connected to a natural gas system, to a maximum of \$200,000.

Applicants must:

- Use natural gas as the main source of energy for heating the building covered by the project.
- Be a current Énergir customer or in the process of becoming one
- Work in the commercial, institutional or industrial sector

### **Subsidies for Energy-Efficient Devices**

Subsidies offering varying amounts are available for condensing or intermediate efficiency boilers, condensing air heaters, infrared heating units, variable flow hood for institutional commercial kitchens, and smart thermostats.

Applicable high energy efficiency devices include:

- Condensing boilers with a capacity greater than 300,000 Btu/h: up to \$25,000
- Condensing air heater: Up to \$2,900 based on the capacity of the device
- Infrared heater: Up to \$500
- variable flow hood: Up to \$3,350, plus a variable amount of \$0.45 per CFM (cubic feet per minute) of the exhaust system
- Smart thermostat: 75% of purchase costs, up to \$100

### **Feasibility Study**

Gazifère offers funding of up to \$2,500 for feasibility studies or energy simulations to commercial, institutional, and industrial customers to improve the energy efficiency of their buildings.

Eligible projects must:

- Obtain pre-approval before carrying out the feasibility study or energy simulation;
- Be carried out or verified by an engineer who is a member of a professional order;
- Propose measures aimed at achieving natural gas savings;
- Increase the energy efficiency of the new building by at least 25%

### **Custom Project**

Gazifère offers subsidies to its commercial Rate 1 customers wanting to enact energy efficiency measures not covered by other available programs. Funding covers up to 40% of costs of measures, up to \$75,000. Additional financial assistance is available for natural gas savings of \$1 per cubic meter of natural gas saved.

Eligible projects must:

- Be energy efficient measures recommended as part of a feasibility study carried out or verified by an engineer who is a member of a professional order;
- Propose measures aimed at achieving natural gas savings;
- Increase the energy efficiency of the new building by at least 25%

### **Air Curtain**

Gazifère offers subsidies of up to \$8,750 for the installation of an air curtain in buildings supplied by natural gas.

### **Efficient Renovation Program**

Gazifère offers support for smaller commercial customers for the replacement of windows and for the installation of insulation to walls and roofs. \$8 per meter squared is offered for improved roofs and walls and \$30 per meter squared for replaced windows.

Eligible projects must:

- Use natural gas as main source of energy for heating;
- Use less than 50,000 m<sup>3</sup> of gas per year;
- Submit a pre-approval before purchase of equipment

### **Innovation Program**

Gazifère offers a grant for the innovative projects aimed at experimenting with new approaches for more efficient use of natural gas. This program also aims to explore the potential of certain measures or initiatives that could potentially be commercialized on a larger scale. Applicants can receive up to 75% of project costs, up to \$25,000.

Eligible projects be:

- Those that target natural gas consumption;
- Those not eligible for other Gazifère subsidy programs;
- Reproducible and have energy saving potential

### **EcoPerformance**

This program is offered to companies or groups of companies in the commercial, institutional, municipal, industrial, agricultural, or manufacturing sectors which consume fossil fuels or which use processes generating fugitive GHG emissions. Funding is aimed at enacting measures to reduce GHGs, improve the energy efficiency of processes and buildings, and reduce fugitive process emissions.

Financial incentives are available for various components of the program:

- Analysis: aimed at covering costs associated with conducting feasibility studies of potential measures to improve building or industrial processes.
  - Standard analysis: up to 50% of eligible expenses, up to \$25,000 for small and medium consumers and \$75,000 for large consumers
  - Complex analysis: up to 75% of eligible expenses, up to \$100,000 for small and medium consumers and \$300,000 for large consumers
- Refurbishment of building mechanical systems to optimize energy efficiency for all forms of energy
  - Funding covers investigations, transfers, and continuous monitoring up to 50% of eligible expenses, to a maximum of \$100,000
- Establishment of energy management systems to improve energy efficiency
  - Hiring an energy manager: up to 75% of costs, up to \$10,000
  - Training on energy management and the ISO 50001 standard: up to 75% of costs, up to \$50,000
  - Support and advisory services: up to 75% of costs, up to \$100,000
  - Measuring equipment, probes and programming: up to 75% of costs, up to \$150,000
  - ISO 50001 certification: up to 75% of costs, up to \$10,000
- Commercial - institutional dual energy: to partially convert commercial and institutional buildings using up to 500,000 m<sup>3</sup> of natural gas to electricity
  - Eligible projects involve the installation of one or more dual-energy heating systems, using electricity as the main energy source and natural gas as a backup source
  - Simplified Route (purchase of pre-selected categories): 80% of costs up to \$150,000, with a maximum of \$250,000 per site
  - Tailor-made Route (purchase of equipment not registered on simplified list): 80% of costs up to \$3 million, with a maximum of \$6 million per site.

### **F.3 EV Incentives**

Offered by the Government of Québec, the Roulez vert<sup>92</sup> financial assistance program is open to individuals, companies, organizations and municipalities to encourage the purchase and installation of EVs and EV charging stations.

### **New Electric Vehicles**

Subsidies of \$7,000 are available for the purchase of new EVs, up to \$5,000 for plug-in hybrid vehicles, \$7,000 for hydrogen-powered vehicles, \$2,000 for electric motorcycles, and \$500 for electric scooters. Eligible electric vehicles must have a manufacturer's suggested retail price (MSRP) of less than \$65,000. Subsidy can be used in conjunction with applicable federal EV incentives.

### **Used Electric Vehicles**

A \$3500 rebate is available for the purchase of eligible used EVs.

### **Charging Stations at Work**

Businesses, municipalities, and organizations established in Quebec are eligible for financial assistance for the installation of charging stations at work. These charging stations must be meant for the charging of a fleet of EVs belonging to an organization or for charging EVs belonging to the organization's employees. Funding covers 50% of eligible costs, up to \$5,000 per charging station or connector. There is no limit to the number of charging systems that can be installed, but grants are limited to \$49,000 per eligible building per year.

### **Transportez Vert**

Offered by the Ministry of the Environment, the Fight against Climate Change, Wildlife and Parks, this program aims to help businesses, municipalities, and public organizations operating fleets of road vehicles to implement measures that reduce the fuel consumption of their vehicles and their GHG emissions. The program includes three components:

1. Financial assistance for energy management to encourage organizations with a fleet of road vehicles to implement actions that reduce vehicle fuel consumption
  - a. Energy assessment must be carried out by an external consultant who will estimate associated costs, supported by a quote
  - b. Pre-approval is required prior to proceeding with energy management activities
  - c. Eligible activities include energy analyses; feasibility and planning studies; implementation of measures; energy performance monitoring

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<sup>92</sup> <https://www.quebec.ca/en/transports/electric-transportation/financial-assistance-electric-vehicle/about-roulez-vert-program>

- d. Funding covers 50% of costs, up to \$30,000
- e. Applicants can receive a maximum of \$150,000 per financial year
- 2. Eco-driving training to instruct drivers of light or heavy vehicles on how and why to adopt more efficient driving in terms of energy and safety
  - a. Eligible expenses include fees and travel expenses of accredited trainers who are employed by the organization approved by the Ministry
  - b. Funding covers 50% of costs, up to \$1,000 per training session
  - c. Applicants can receive a maximum of \$150,000 per financial year
- 3. Financial assistance for the acquisition and installation of direct current (DC) fast charging stations.
  - a. Applicants must request quotes from different suppliers
  - b. Pre-approval is advised prior to proceeding with purchases
  - c. To benefit from financial assistance, the charging station must:
    - i. Be new;
    - ii. Qualify as DC fast charging
    - iii. Be listed on the list of eligible charging stations (found at source link)
    - iv. Be used for charging electric vehicles owned by the eligible applicant or its employees
  - d. Financial assistance is determined based on the output current power of the eligible charging station.
    - i. Between 20 and 49.9 kW: Up to 50% of costs, up to \$15,000
    - ii. 50 kW or more: Up to 50% of costs, up to \$60,000
  - e. Applicants can benefit from maximum financial assistance of \$150,000 per establishment per financial year.

#### **F.4 General Incentives**

##### **[Collective Fund for Climate and Ecological Transition](#)**

This program offers support to organizations or projects in Greater Montréal working to reduce GHG emissions and fight climate change. The fund will consider initiatives that deal with adaptation to climate change, protection of natural environments, greening and natural infrastructure, including awareness and research projects to fill gaps in the study of climate change.

A total sum of \$195,000 was available in 2023, with individual grants reaching up to \$30,000.