

Lighting the Way

The Sierra Club's Look at First Steps
Toward a Clean Energy Future

At the
**Conference of
New England Governors and Eastern Canadian Premiers
Mystic, Connecticut**

September 9, 2003



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Lighting the Way: The Sierra Club's Look at First Steps Toward a Clean Energy Future

The energy-delivery system in North America is in trouble, and the harmful effects of this are being felt today in the form of health problems, environmental damage, and a system that doesn't meet today's needs.

- **Climate change.** The bad news is that global climate change is upon us. We are already seeing increasing storm damage, warming temperatures, heat waves, and droughts. The future holds the likelihood of more damage to coasts and crops, the spread of infectious disease, and the extinction of many plant and animal species. What we have seen so far is just the beginning.
- **Transmission overload.** Our present system of excessive reliance on large, centralized power plants has brought us to the grid overload responsible for the largest blackout in North American history in August. While there are needs for modernizing the grid itself, there are even greater opportunities for reducing loads through efficiency measures and for distributing power generation in the form of localized, renewable sources of electricity.
- **Air pollution.** Our present system is heavily dependent on the willingness of our population to accept a steady dose of ozone, particulate pollution, acid rain, and other pollutants. The energy industry argues that it's in trouble unless pollution restrictions are even further relaxed. Several northeast states are now challenging federal inaction, a sure sign that this system that places power company profits before people's health is not sustainable.

This brief report is about shining a light on those opportunities. The Sierra Club's Northeast Regional Conservation Committee (NERCC) and Sierra Club Canada have surveyed energy programs and found that each of the states and provinces in the northeast United States and Atlantic Canada has taken some positive steps that serve as examples of opportunities for all. The good news is that there are opportunities to implement solutions now that will reduce future harm, and at the same time create economic opportunity here and now.

The following pages illustrate state and provincial highlights and opportunities for growth in five areas: support for energy efficiency, support for renewable sources of energy, energy-wise transportation policy, energy-wise policies on sprawl and land use, and finally, state leadership and investment.

- **Energy Efficiency.** The opportunities for doing good with energy efficiency are almost limitless. Throughout our region, there are efficiency measures and programs that are both environmentally sound and economically efficient. An outstanding example of a major state program is Efficiency Vermont, which reports lifetime savings of \$26 million from one year of investing \$16.8 million. Keys to its success include a dedicated source of funding, establishment of programs that address a diversity of economic sectors, and a belief that it can work. Not only have this program, and others like it, reduced the demand for kilowatt-hours, they have also created jobs and other economic opportunities.

- **Support for Renewable Sources of Energy.** Shifting our reliance from fossil and nuclear fuel resources to energy from the sun, wind, and other renewable sources is essential if we are to achieve reductions in climate change impacts. The question is whether this change will happen slowly, in which case climate change impacts will certainly be disastrous, or whether we can make this change happen more quickly. Some jurisdictions have implemented Renewable Portfolio Standards, tax-based incentives, net metering programs, or public benefits funds. Such support for clean power, as opposed to the billions in subsidies for dirty power of past decades, will spark the transition to a clean energy future.
- **Energy-Wise Transportation Policy.** Transportation represents the second-largest source of climate-changing carbon dioxide emissions. While some opportunities are limited by inaction at the federal level, states and provinces have an important role to play. State and local decisions drive transportation patterns. A smoothly functioning, effective rail system can be easier, faster, and more efficient than expanding air traffic. Support for public transportation in busses and trains is far more efficient in terms of energy use and emissions. Design that supports bicycle use and even foot traffic is also important. Changing these kinds of patterns and behaviors takes a long time, but the infrastructure must be in place well in advance, or it will never happen. States and provinces can take bold, visionary steps to enable the efficient transportation systems of the future.
- **Energy-Wise Policies on Sprawl and Land Use.** Our increasing per-capitara of land-use is directly reflected in our increasing rate of energy consumption. Sprawl is an automobile-based development concept, and as we sprawl, we drive even more. Wasteful energy infrastructure is needed to support the scattering of development across the landscape, as is happening in almost all of our urban and suburban areas. State and provincial policies can support downtown development, effective public transportation, and preserving open spaces. In tandem with transportation policies, such forward thinking government action can not wait to follow shifts in public attitudes; they must create the opportunities for the kind of development that must happen in the future.
- **State Leadership and Investment.** In many ways, this is the easiest thing for states and provinces to accomplish, because this is about the actions they control most directly. Hybrid gas/electric vehicles can and should replace less efficient ones wherever possible. Larger vehicles can be replaced with smaller ones. Government buildings, both new and remodeled, should be built to the highest standards of energy efficiency, and should incorporate renewable power sources. Where states and provinces have direct involvement in electric power or other energy purchases, renewable purchasing policies should lead the way.

In spite of the significant harms that will or may come from human induced global warming, this report remains optimistic. The early years of the 21st Century can represent a turning point, during which sound steps can be taken to create a clean energy future. The work of the New England Governors/Eastern Canadian premiers in establishing the Climate Change Action Plan has been a great first step forward. Now it's time to move forward to seize the vision of a clean energy future, and ensure that these states and provinces are part of the solution, not the problem.

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ABOUT SIERRA CLUB'S N.E.R.C.C.

The Sierra Club's North East Regional Conservation Committee (N.E.R.C.C.) represents the ten Sierra Club chapters from Pennsylvania to Atlantic Canada. The N.E.R.C.C. Energy Task Force has undertaken this report as part of its larger ongoing effort to develop its Vision for a Clean Energy Future, due in the fall of 2004.

For this report, Task Force members from all the New England states and Eastern Canadian provinces utilized their own experience and further research to develop this broad brush stroke overview. Our hope is that this work and our collective voice will underscore for the New England Governors and Eastern Canadian Premiers, the importance, urgency, and broad consensus attending the issues of climate change. Our optimism is based on the fact that there are solutions that can work.

As a sign of the growing nature of the N.E.R.C.C. Task Force, the New Hampshire section of this report will be added in the near future.

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CONNECTICUT

Connecticut, a state with the famous sooty six, where residents of each county in Connecticut are breathing air that contains toxic benzene at concentrations that exceed the EPA’s acceptable cancer risk, and a small state with a strong base of environmental awareness, has a number of reasons to turn to renewable energy sources. With the only governor currently in office who was at the Conference of the New England Governors and the Eastern Canadian Premiers when the Climate Change Action Plan was adopted, CT is already on the road to effective clean energy plans. CT currently has a number of initiatives on the table, such as the CT Climate Change Action Plan.

CONNECTICUT	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	CT’s ratepayers pay a surcharge on electric bills that go into the CT Clean Energy Fund and the Energy Conservation and Load Management Fund. These programs are dedicated to promoting the use of clean power in CT through incentives for consumers like loans and tax exemptions for conservation improvements and investments in renewable technology.	The renewable energy funds, Clean Energy Fund and Energy Conservation and Load Management Fund, were just raided in the last legislative session in order to cover the budget deficit. Although the government did not take 100% of the funds, as initially suggested, the fund was used to issue bonds that will be paid off over the next five years with roughly one-third of the renewable energy funds’ money. CT should change the language of these funds in order to prevent any further loss of funds in subsequent years.
Support for Renewable Sources of Energy	CT has a Renewable Portfolio Standard (RPS) that begins at 0.75% in 2001 and ultimately rises to 4% in 2009. During the last legislative session bill no. 6510 updates the restructuring laws and strengthens the language of the RPS. Sources of energy, such as certain types of hydro, are no longer considered renewable.	This past May, the New Haven alderman passed a resolution that takes the step to commit New Haven to 20% renewable energy use by 2010. Similarly, CT should have a more aggressive RPS, with a target goal of 10% by 2009.
Energy-Wise Transportation Policy	The State Transportation Strategy Board has developed a list of recommendations to improve the deteriorating state of the state’s transportation network. The transportation bill containing many of these provisions did not pass the Legislature this past year.	A pending Clean Cars Bill that adopts the California Emissions standards unanimously passed committee vote. Passage of this bill would give CT the strongest emission standards allowed under federal law, as well as provide various incentives to consumers for the purchase of efficient cars.
Energy Wise Policy Towards Land Use and Sprawl	Lt. Gov. M. Jodi Rell and DEP Commissioner Arthur J. Rocque, Jr. have awarded grants totaling more than \$7.8 million to secure over 2,100 acres in 28 Connecticut towns as part of the state’s Natural Heritage, Open Space and Watershed Land Acquisition Grant	CT has a Blue Ribbon Commission studying Sprawl in the State including the tax implications. The report is due in mid October 2003.

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CONNECTICUT	Significant Positive Efforts	Opportunities for Improvement
	Program. The open space grant program derives from Governor John G. Rowland’s open space initiative in 1998 and is part of Connecticut’s multi-faceted open space acquisition effort.	
State/Provincial Leadership and Investment	Gov. Rowland has created a CT Climate Change Action plan that includes several measures for CT to “lead-by-example” regarding renewable energy. This includes establishing current energy performance inventories, it requires that new buildings require energy audits, sets standards for building energy performance, requires that state fleet’s meet energy efficiency standards, and investing in new technologies, such as fuel cells.	The CT Climate Change Action Plan is an excellent step in the right direction. This plan should be adopted into legislation to formalize and guarantee CT’s commitment to renewable energy. The state should also establish a system of mandatory reporting of CO2 and other GHG emissions by 2005.

MAINE

Maine electric restructuring has been in place since 2001. Maine's restructuring plan includes a 30% renewable portfolio standard. RPS includes hydroelectricity with a capacity that does not exceed 30 megawatts, biomass, solar arrays and installations, wind power, geothermal energy, tidal power, landfill gas, fuel cells run by hydrogen that is produced by a renewable source, and municipal solid waste in conjunction with recycling.

Absent any energy office for 15 years, Maine recently hired Beth Nagusky, an attorney, to be the Director of Energy Security of a newly formed energy office and directs the Energy Resources Council. The Council, created by the legislature in 2002, is a cabinet-level council of eight agencies established by the Maine legislature to advise the governor and legislature in the formulation of energy policy.

During the last legislative 2003, session LD 669 directs the states Energy Resource Council to conduct a comprehensive review of state energy policy.

In 2003 LD 845 directs the Maine DEP to set a lead by example initiative and develop a

- Green house gas emissions inventory : Create an inventory of green house gas emissions associated with state-owned facilities and state –funded programs and create a plan for reducing those emissions to below 1990 levels by 2010
- By 2006, enter into carbon emissions agreements with at least 50 non-profits, business
- By 2006, develop a long-term climate action plan for the State that reflects the goals of the NEG/ECP. The plan must establish a date by which this reduction should be met.

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The state must also do a study to take an inventory of all the energy sources in the state in order to establish a base line from which recommendations for improvement can be made. It is thought that the reductions will be made through a variety of approaches including new methods of generation and homeowners switching to biodiesel for home heating purposes etc. Most of Maine residents live in rural areas and as much as 50% of the emissions come from cars. The ME Department of Environmental Protection will be responsible for monitoring the mandates of the bill.

MAINE	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	Maine has a systems benefit charge that is administered by the PUC's program, <i>Efficiency Maine</i> . It current funding is little under \$8 million. This past legislative session put in place new protection measures around the fund.	Support energy efficiency standards. Maine can meet almost 6% of the CO2 reduction goals called for by the NE Governor's conf. Support for Distributed Generation and Combined Heat and Power.
Support for Renewable Sources of Energy	The Renewable Resources Fund was established in 1999 to allow retail consumers of electricity to make voluntary contributions to fund renewable resource research and development and to fund demonstration community projects using renewable energy technologies The fund currently contains \$70,000. The Public Utilities Commission collects contributions, and the State Planning Office contracts with Maine Technology Institute to administer the fund.	Net metering should be expanded, to include larger systems as well as small-group aggregate systems. Real funding, not voluntary, similar to that for efficiency would level the playing field for renewables, and give the in-state renewables industry the opportunity of a jump-start. Promote tax incentives for renewable energy.
Energy-Wise Transportation Policy	State agencies are directed to pursue low emission and hybrid technologies when replacing existing centrally-managed fleet vehicles depending on cost effectiveness etc. Sedan must meet fuel efficiency stds. of 30 mpg and low emission certifications. Alternative fuels and more efficient school buses with better emission control and anti-idling are being pursued. Maine's Intermodal Transportation policy is promoting efficient methods of <i>Exploring Maine</i> for tourist and citizens via. increased ferry use, the Acadia Island Explorer, rail service to/from Boston Maine legislation provides incentives for the purchase and operation of Clean Fuel Vehicles: Fuel Tax Equalization for Clean Fuels in ME Exemption from sale or lease tax on the incremental cost of a clean fuel vehicle. Tax credit on the cost of developing clean fuel infrastructure Clean Fuel Vehicle Loan and Loan Guarantee Program through	In general, the freight transportation sector struggles with the problem of being unable to move backhaul into the State. Equipment availability and transportation costs associated with moving empty equipment back into the State is a significant problem that will be studied and acted upon over the next 6 years. Advocate for a North-South Station Rail link. Implement passenger rail further north from Portland. Coordinate with other states to grow biofuels markets.

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MAINE	Significant Positive Efforts	Opportunities for Improvement
	Finance Authority of Maine Insurance Incentives- allowed but not required	
Energy Wise Policy Towards Land Use and Sprawl	The State has aggressively supported Smart Growth. Governor Baldacci is promoting consolidation of municipal services which would save energy and money.	In upcoming revisions to the state’s long range energy plan, sprawl-related energy use deserves close attention, and should become an integral part of municipal and regional planning efforts, as well as the permitting process itself.
State/Provincial Leadership and Investment	Governor Baldacci has shown leadership re Maine’s Energy Future and has created a “lead by Example” approach for state government.	Investments in hybrid electric vehicles would save the state large amounts of cash as well as lead the way in cleaning up the air. The governor should follow this advice.

MASSACHUSETTS

MASSACHUSETTS	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	Strong on modernizing the PG&E Salem plant, one of the Filthy Five. Strong Swift-era policy on decreasing carbon dioxide as part of utility restructuring looks to be continued by Romney.	Distributed Generation needs to be implemented by legislation at the state level.
Support for Renewable Sources of Energy	One of only several states to have all four of: Renewable Portfolio Standard, Renewable Energy Trust, Net Metering, and Fuel Mix/Emissions Disclosure. Showing flexibility in considering wind energy projects such as the Cape Wind proposal.	--
Energy-Wise Transportation Policy	May be pursuing the expansion of commuter rail service from Lowell to Nashua, NH. Announced a goal of improving the fuel economy of the state car fleet including removing unnecessary SUVs and other high fuel consumption cars.	Opposes the North-South Rail Link but offers no other solutions. Opposes South-of-Boston commuter rail, but may be reconsidering. Supports the MBTA Silver Line Phase III Bus Tunnel project and opposes a much less costly effort to extend light-rail service to Roxbury (a major environmental justice issue) Supports the Urban Ring, a project with shades of the Inner Belt highway project of the early 1970s.

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MASSACHUSETTS	Significant Positive Efforts	Opportunities for Improvement
		<p>Supports the Logan Airport runway expansion project.</p> <p>Poorly formulated MBTA fare increase proposal.</p> <p>Does not consider high frequency rail service as an alternative to subway service in siting state facilities in the greater Boston area.</p>
Energy Wise Policy Towards Land Use and Sprawl	<p>Loans available for remediation to encourage brownfields development.</p> <p>Chapter 40B provides mechanisms for affordable housing in suburban and exurban areas.</p>	<p>Takings of park lands for schools and other projects.</p> <p>State policies that encourage over-commercialization of state forests and parks, notably Swift-era support of Greylock Glen development and support of Wachusett Ski Area expansion.</p> <p>Chapter 40B needs to be amended to better address the environmental impacts of projects developed under the law.</p>

RHODE ISLAND

RHODE ISLAND	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	<p>There has been a real effort to market energy-efficient lighting. This is funded from an on-going surcharge on electric bills. Legislation has been introduced to support energy efficiency appliance standards.</p>	<p>Appliance standards would reduce electricity demand significantly over the long term . An “energy” audit of state facilities can save energy and taxpayer dollars, especially if it is part of the Governor’s “fiscal fitness” program.</p>
Support for Renewable Sources of Energy	<p>An electric bill surcharge funds a program to develop alternative energy but in FY2003 it was raided by the legislature for the state’s General Fund and is now subject to annual appropriations from this Fund. Tax breaks are available for alternate fuel vehicles, and the state fleet is being upgraded in that direction. Though still fossil fuel, The RIPTA bus system has started to use some CNG buses and they have invested in the infrastructure needed to maintain and service them. Warwick RI schools won an award for successful use of biodiesel, part of an effort the State Energy Office is making to popularize this fuel with help from US Dept of Energy grants; a local advocacy group, People’s Power and Light, is actively educating about, advocating for, and marketing green power</p>	<p>A bill have to phase in a 20% renewable energy portfolio standard passed one branch of the legislature.</p> <p>We should restore the “restricted receipt” aspect of the energy surcharge so that entrepreneurs and planners can count on it to support renewable energy.</p>

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RHODE ISLAND	Significant Positive Efforts	Opportunities for Improvement
<p>Energy-Wise Transportation Policy</p>	<p>Rhode Island has a “Greenhouse Gas” stakeholders group working on developing a “feebate” system of sales taxes on new motor vehicle to encourage cleaner, more efficient vehicles. The new Governor and the legislature supported increased state funding for our bus system to avoid service cuts this year. The state is continuing to develop a bike path network, supports the successful Providence-Boston commuter rail with plans to extend it to southern RI, seasonal ferry service between Providence and Newport, and a major improvement to our freight rail system. RI also gets high-speed Acela express Amtrak service.</p>	<p>Much more can be done to market and promote transit and ridesharing - In contrast, the state does provide free parking to all employees, visitors, state college students. Monthly bus pass prices have increased substantially and need support from employers to implement “commuter choice” to help market them.</p> <p>“Feebate” legislation would encourage a more fuel efficient, cleaner motor vehicle fleet.</p> <p>A lot of resources are going into two big highway expansion project - a new Quonset Access Freeway and a Route 195 relocation to make it wider. The state is also phasing out property taxes on autos, shifting the tax burden to those with fewer cars.</p>
<p>Energy Wise Policy Towards Land Use and Sprawl</p>	<p>Brownfields legislation has been passed and it has helped promote some redevelopment (e.g; Bristol Harbor) and transit oriented development is at least being thought about by Statewide Planning. Economic Development Zones which get some priority funding tend to be in older industrial districts so that can help fight sprawl.</p>	<p>Much economic development is still oriented to sprawl and suburban office parks (e.g. Fidelity, Fleet Bank) and Quonset Point is being developed without transit access or effective land use controls in the region. There is a need to reform the property tax as town competition for a tax base is a factor that leads to sprawl.</p>
<p>State/Provincial Leadership and Investment</p>	<p>The new administration seems to see the importance of the environment for quality of life and proper economic development.</p>	<p>The business-friendly new administration is in a position to influence businesses to consider energy and sprawl in making business decisions. However they have not yet focused on these issues. The legislative leadership can be more supportive of environmental and clean energy goals..</p>

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VERMONT

Vermont’s energy policies are a mixed bag. With strong attempts over the years to implement least-cost planning and long range planning, implementation has always been a struggle. Vermont has resisted numerous attempts at re-structuring utility markets. Numerous renewables businesses continue to succeed, providing a ready opportunity for in-state growth once the proper incentives and the marketplace line up. Although it boasts a low CO₂ per kilowatt rate of emissions, this is largely due to a heavy reliance on one nuclear plant, whose license expires in 2012, and imported electricity from Hydro-Quebec, responsible for considerable habitat destruction in the north, which contracts expire through the next decade.

VERMONT	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	<p>The award-winning Efficiency Vermont is a state-wide efficiency utility, funded by a per-kWh fee paid by all ratepayers. In its first years of operation, Efficiency Vermont has save millions of dollars through its various programs.</p> <p>The municipal Burlington Electric Department has undertaken strong investments in efficiency, funded by a multi-million dollar energy efficiency bond vote by its ratepayers. (Thanks to intervention by the Sierra Club and others, BED was spared involvement in the state’s costly HQ contract).</p>	<p>Planned funding for Efficiency Vermont was reduced in 2003. The outstanding economic – and environmental – performance of Efficiency Vermont should be fully funded.</p> <p>There are many opportunities for environmentally sound, renewable CHP and district energy systems.</p>
Support for Renewable Sources of Energy	<p>Tax credits are in place for on and off grid systems, as well as solar domestic hot water.</p> <p>Net metering is allowed for small systems.</p> <p>A stakeholder study is currently underway to assess the impact of implementing a Renewable Portfolio Standard in VT.</p>	<p>Net metering should be expanded, to include larger systems as well as small-group aggregate systems.</p> <p>A fund similar to that for efficiency would level the playing field for renewables, and give the in-state renewables industry the opportunity of a jump-start.</p> <p>A strong RPS would mean Vermonters would play their part in the regional renewables market and reduce the purchase of polluting energy sources.</p>
Energy-Wise Transportation Policy	<p>In recent years, federal, state, and private sources have improved rail lines in critical areas. Although the service was cancelled, these improvements will make future use of these lines possible.</p> <p>The E-Vermont program is an outstanding small cities clean transportation effort.</p>	<p>Support for wise transportation policy has had its ups and downs. Currently, major expenditure are planned for highway building. This funding could go a long way towards building the infrastructure that would ease and clean up the transportation of the future.</p>
Energy Wise Policy Towards Land Use and Sprawl	<p>There have been some public/private partnerships enhancing downtown developments, although little to limit suburban and exurban sprawl.</p>	<p>In upcoming revisions to the state’s long range energy plan, sprawl-related energy use deserves close attention, and should become an integral part of municipal and regional planning efforts, as well as the permitting process itself.</p>
State/Provincial	<p>The state is beginning to explore shifting to more efficient</p>	<p>A strong commitment to maximizing energy efficiency in all</p>

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VERMONT	Significant Positive Efforts	Opportunities for Improvement
Leadership and Investment	vehicles where possible. Initial early efforts supporting electric vehicles were significant, but without commitment	state buildings represents a major opportunity. Investments in hybrid electric vehicles would save the state large amounts of cash as well as lead the way in cleaning up the air.

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NEW BRUNSWICK

(La version française suit le texte anglais)

While New Brunswick initiated the Conference of New England Governors and Eastern Canadian Premiers’ work on climate action in 2000 and was instrumental in developing the regional action plan adopted in 2001, the province is pursuing energy developments which will increase its greenhouse gas emissions. This year it approved the life-extension of its 1000 Mw fossil fuel power plant at Coleson Cove to 2030 (its largest single source of greenhouse gas emissions with a 20 percent share of the provincial total). It is now in discussion with Hydro Quebec to build a 450 Mw coal-fired power plant in northern New Brunswick to supply baseload power to that province’s Gaspé region.

NEW BRUNSWICK	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	Development of a policy to address climate change which may include energy efficiency measures or incentives; New regulations that make it possible for industries to install cogeneration capacity without approval from the provincial cabinet. Irving Oil Ltd. is building a 90 MW natural gas fired plant to meet the electrical and heat needs of their oil refinery in Saint. John; Ongoing energy efficiency improvements in government buildings;	Finalize and implement its Climate Action Plan ; Institute the administrative and financial infrastructure to deliver energy efficiency to households and business Regulate the energy efficiency of buildings through the provincial building code; Provide incentives for households to switch from electric heat to other sources; Eliminate the all-electric rate advantage provided to commercial buildings; Remove barriers and disincentives to cogeneration for industry and commercial buildings to reduce demand for large baseload power plants; Accept the Public Utilities’ Board recommendation that rebuilding the Point Lepreau Nuclear Power plant in not in the public’s economic interest and refocus investments to reducing demand.
Support for Renewable Sources of Energy	New provincial regulations make it possible for private power development to proceed without cabinet approval; New Electricity Act provides for the creation of a renewable portfolio standard (RPS);	Proclaim the new Electricity Act with ambitious RPS requirement and net metering in regulation; Establish NB Power Renewable Generation Company as part of planned reorganization of the provincial utility instead of

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NEW BRUNSWICK	Significant Positive Efforts	Opportunities for Improvement
	Net metering will be permitted for loads up to 100 Kw; NB Power has supported monitoring of wind potential in Lameque.	NB Power Nuclear Generation Company; Promote pilot plant to produce ethanol from black liquor and bark wastes generated in the pulp and paper industry.
Energy-Wise Transportation Policy	'Drive Smart' Program promotes energy efficient driving habits through schools;	Establish and implement an energy-wise transportation policy; Implement a province-wide public transportation strategy; Institute a feebate program for energy efficient vehicles; Require biodiesel blends for government equipment.
Energy Wise Policy Towards Land Use and Sprawl	Commission on Rural Land Use and the Environment recommended measures to reduce strip development in the 1990's; Regional planning commissions being established province-wide	Implement system of rural governance to provide democratic process for rural land use planning
State/Provincial Leadership and Investment	Premier Bernard Lord spearheaded collaborative work to reduce greenhouse gas emissions regionally through the Conference of the New England Governors and Eastern Canadian Premiers in 2000, which led to the adoption of a regional climate action plan in 2001 with targets and timelines.	The Premier has abandoned this leadership and is pursuing energy development projects to make New Brunswick an energy hub for the region which will significantly increase the province's greenhouse gas emissions and absorb capital that otherwise could be invested in energy efficiency, cogeneration and renewable energy projects.

NEWFOUNDLAND AND LABRADOR

(La version française suit le texte anglais)

Newfoundland and Labrador has unfortunately cut much of its support for energy efficiency programmes in recent years and should get back on the road to a sustainable energy future by re-investing in energy audit programs. In spite of its massive potential for wind power, the province continues to put insignificant resources into developing wind in Newfoundland and Labrador

NEWFOUNDLAND AND LABRADOR	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	In the process of developing its own Climate Change Plan, in which energy efficiency will be "part of the equation". Has not seen much financial support in recent years, primarily works in conjunction with the federal government; In the past, the 'Conservation Corps' received funding from the Newfoundland government for home energy audits, but this funding was cut earlier this year. The Conservation Corps	The government should hold public consultations and meetings directly with the public to improve its content of its Climate Change Action Plan. Also, the province should re-instate financial support for the delivery of EnerGuide for Houses programme. Money used for fuel rebate programs would be better channelled into solving the problem at its source and not through band-aid

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NEWFOUNDLAND AND LABRADOR	Significant Positive Efforts	Opportunities for Improvement
	<p>ceased doing EnerGuide for Houses evaluations as of March 31, 2003 due to funding shortfalls. The province did not offer to financially support this activity into 2004; 'Newfoundland Power' has performed some energy audits;</p>	<p>solutions such as rebates at times when oil costs spike. This financial support should be given to the homeowner (perhaps in the form similar to the current federal program) and not as operational monies for EGH delivery agents. Newfoundland should require energy efficiency as a component of new infrastructure that it funds (i.e. "Green Buildings"). Current building codes are out of date, resulting in the construction of many new residential homes with unfinished and uninsulated basements. The Province should adopt up to date building codes and energy codes for housing.</p>
<p>Support for Renewable Sources of Energy</p>	<p>Pilot project on wind energy to examine the technical and economic workings of a 25 MW wind power system.</p>	<p>Newfoundland has an enormous potential for wind power and should develop wind throughout Newfoundland and Labrador. Further work in wind power is highly recommended as much of the electric power is generated at Hollywood through a # 6 bunker C generating station. Displacement of this source through renewables such as wind is recommended.</p>
<p>Energy-Wise Transportation Policy</p>	<p>Limited opportunities due to the geography of the island. Transit systems encouraged but is seen as a municipal issue.</p>	<p>With declining population in many municipalities, many have trouble paying for water and sewer, snow clearing and the like and transportation issues are therefore not a priority. Leadership has to be taken and support must be given to municipalities with respect to their own fleets. Once municipalities experience the economic benefits in their own fleet use, they can then play an active role in working with large employers encouraging the use of public transit (where it exists) for their employees through issuance of passes.</p>
<p>Energy Wise Policy Towards Land Use and Sprawl</p>	<p>Most sprawl issues are limited to St. John's.</p>	<p>With this being said however, many new houses are being built on the Avalon and given that the energy code and 1995 building code have not been adopted, energy efficiency is not a good as it could be.</p>
<p>State/Provincial Leadership and Investment</p>		<p>No provincial funding programs have been established for NGOs to avail themselves of climate change programming dollars. As a result, there is limited opportunity for involvement of grassroots groups. Some see this lack of dedicated funding as an indication that the province is not serious about the climate change issue.</p>

NOVA SCOTIA

(La version française suit le texte anglais)

Nova Scotia gave reluctant support to the federal government’s ratification of the Kyoto Protocol in 2002, showing a certain amount of good-will towards fighting climate change. Still, Nova Scotia’s support for energy efficiency remains largely information based and the province needs to actually implement policies that will deploy green energy technologies in the province. The potential for wind power in the province is immense, but has only begun to be developed with the purchase of two wind turbines by Nova Scotia Power. The province could go a long way to lowering its GHG emissions by closing its coal plants and replacing them with conservation, wind power or even cleaner burning natural gas, which the province, ironically enough, prefers to export to US states.

NOVA SCOTIA	Significant Positive Efforts	Opportunities for Improvement
<p>Support for Energy Efficiency</p>	<p>Some efforts to educate the public on reducing energy use have been made. Government support of the home energy audit program administered by ‘Clean Nova Scotia’ has had some success. Some progress has been made in industrial energy efficiency through the Eco-Efficiency Centre, a project of Dalhousie University.</p>	<p>Public awareness efforts for existing energy audit programs need improvement. Greater support and coordination with private auditors who serve different regions of the province would help. Residential and commercial energy efficiency initiatives (such as the existing R2000 program) need to be expanded with assistance from the federal government. Improving the efficiency of government buildings (provincial and municipal) will have a significant positive impact.</p>
<p>Support for Renewable Sources of Energy</p>	<p>The province has expressed its intention to create a Renewables Portfolio Standard (RPS) of 3.2% by 2010. Nova Scotia Power (Emera) has recently brought two wind turbines online, a small first step in shifting away from non-renewable electricity generation. Nova Scotia Power has for several years operated the first and still the only tidal power station in North America at Annapolis Royal.</p>	<p>The creation of a public wind resource atlas is needed. There is an opportunity to increase research in alternative energy sources, as from biomass and landfill gas. The low RPS level of 3.2% should be increased significantly to 10-15% at minimum. The cost of connecting small-scale renewable energy projects, such as community-sponsored wind installations, to the grid needs to be reduced.</p>
<p>Energy-Wise Transportation Policy</p>	<p>A successful ‘U-Pass’ program at St. Mary’s University provides student access to public transit through student fees. Car pool parking lots have been established at several exits along the province’s 100 series highways.</p>	<p>The result of the provincial government’s lack of effort in encouraging the reduction of GHG emissions through the transportation sector is a great opportunity for progress in this area. A percentage of the funds now earmarked for new road infrastructure and maintenance – estimated at \$ 10 billion over the next ten years – could be diverted commuter rail and other</p>

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NOVA SCOTIA	Significant Positive Efforts	Opportunities for Improvement
		transit projects that would support reduced car use. There is a need for anti-idling legislation. LED traffic light program should be implemented.
Energy Wise Policy Towards Land Use and Sprawl	Sprawl is an issue mostly limited at the present time to the Halifax area.	The province could offer greater assistance to municipalities and voluntary planning groups in developing land use plans and improving public transit.
State/Provincial Leadership and Investment	Interest has been expressed in decreasing energy use in government-owned buildings,	Exemptions of leased government properties from energy efficiency programs should be terminated.

PRINCE EDWARD ISLAND

(La version française suit le texte anglais)

The government of PEI is expected to encourage the promotion of energy efficiency through new federal/provincial programs. Energy Audit programs for residential and commercial buildings are continuing. Wind power is currently being used and expanded in PEI. Considering the small size of PEI as a jurisdiction, energy related policies on transportation, land-use and urban sprawl should be more advanced.

PRINCE EDWARD ISLAND	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	A government energy audit information program for industrial and commercial buildings, including interactive CD-Rom; Ongoing development of other federally-funded conservation programs; The government has committed to reducing energy use by 10%;	Internal organization must allow for personnel to do planning and implementing, tracking, reporting, etc; Recent construction of new schools had poor designs for energy efficiency [no passive solar, no heat exchange in ventilation systems]; More consideration for energy efficiency in waste management system by reducing dependence on trucking and recently developed centralized waste management facilities; More initiatives for electricity conservation are needed, including residential programs to lower electricity demand at peak periods; The government has discussed increasing its target for reducing energy use to 30% by 2012. It should move forward with this commitment.

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PRINCE EDWARD ISLAND	Significant Positive Efforts	Opportunities for Improvement
Support for Renewable Sources of Energy	PEI investment in wind energy, with a new wind turbine installation set to produce 18,000 megawatt hours a year – 2-3% of the provincial load; In the process of developing a Renewable Energy Policy and a Renewable Portfolio Standard of at least 10% Renewable Generation of Electricity by 2010;	Need for more programs to develop the use of wood and other biomass; Need for programs to support residential electricity generation and also co-generation from renewable sources; In the past, the province encouraged the installation of solar domestic hot water systems. This program should be evaluated, modernized and reinstated. Opportunities in ethanol fuel development.
Energy-Wise Transportation Policy	PEI took a VERY small step to increasing the fuel efficiency of government vehicles by purchasing of hybrid vehicle; Limited shuttle services are provided by the provincial government for government employees; The City of Charlottetown has expanded bus services.;	The government should replace government vehicles with more fuel efficient vehicles; More consideration should be given to energy [vehicle idling, etc] in planning of traffic flow and lights; Need for provincial support for municipal plans to institute public transportation;
Energy Wise Policy Towards Land Use and Sprawl	Land use has been frequently studied and an ongoing issue throughout PEI's modern history.	Energy policies relating to land use and urban sprawl need to be developed.
Provincial Leadership and Investment	PEI has a strong reputation in recent years for innovation in energy programs.	--

QUEBEC

(La version française suit le texte anglais)

Quebec became one of the federal government's biggest supporters during last year's Kyoto debate and has stood up repeatedly for lowering GHG emissions, although it still does not take methane emissions from hydropower reservoirs into account in its own GHG reporting. While the province's commitment to wind energy has exceeded all other provinces, Quebec could make considerable improvements in energy productivity and energy efficiency. New policy initiatives have been put on hold following the recent election.

QUEBEC	Significant Positive Efforts	Opportunities for Improvement
Support for Energy Efficiency	Hydro-Québec sought approval from the Quebec Energy Board for its first new energy efficiency program in many years.	The target savings for HQ's energy efficiency plan could be dramatically increased from its feeble level of 0.75 TWh by 2006 (just 0.5% of current domestic consumption). A Climate Change Action Plan was being developed prior to

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QUEBEC	Significant Positive Efforts	Opportunities for Improvement
		the election, but has not been published
Support for Renewable Sources of Energy	The Quebec government adopted a decree requiring HQ to obtain 1000 MW of wind power and 100 MW of biomass power.	Eliminating the “regional welfare” aspects of the wind power set-aside would reduce the cost of the power and pave the way for even greater wind investments. Quebec’s only nuclear reactor Gentilly 2, producing less than 3% of the province’s electricity, should be closed in 2008. The provincial government should not permit Hydro-Quebec’s proposal to build a coal plant in New Brunswick to supply electricity to the Gaspé region.
Energy-Wise Transportation Policy	--	The decline in ridership in urban public transit, due to repeated rate increases and service cuts, could be reversed with new revenues, e.g. from dedicated bridge tolls. There is a need for an inspection and maintenance program to ensure that older cars meet modern emissions standards. There is an opportunity to develop bio-fuel from wood; A high speed train corridor should be developed between Windsor and Quebec City in partnership with the federal and Ontario governments.
Energy Wise Policy Towards Land Use and Sprawl	The Climate Change Action Plan was to address sprawl issues, but remains	How to address sprawl was to be addressed in the province’s action plan and should be acted upon.
State/Provincial Leadership and Investment	--	--

NOUVEAU-BRUNSWICK

Quoique le Nouveau-Brunswick a initié le travail de la Conférence des Gouverneurs de la Nouvelle-Angleterre et des Premiers ministres de l'Est du Canada sur l'action relative au climat en l'an 2000, et bien qu'elle ait joué un rôle critique dans le développement du plan d'action régional adopté en 2001, la province poursuit des développements énergétiques qui vont augmenter ses émissions de gaz à effet de serre. Cette année, elle a approuvé l'extension de la durée de vie de sa centrale aux combustibles fossiles (1000 Mw) à Coleson Cove jusqu'en 2030 (sa plus grande source unique d'émissions de gaz à effet de serre avec son 20 pour cent du total provincial). Elle est présentement en discussion avec Hydro-Québec pour la construction d'une centrale au charbon de 450 Mw dans le nord du Nouveau-Brunswick pour fournir la demande de base pour la région de Gaspé, au Québec.

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NOUVEAU-BRUNSWICK	Efforts positifs importants	Opportunités d'améliorations
<p>Appui de l'efficacité énergétique</p>	<p>Développement d'une politique pour aborder le changement climatique qui pourrait comprendre des mesures ou des incitatifs d'efficacité énergétique ; De nouvelles réglementations qui rendent possible pour les industries d'installer une capacité de cogénération sans approbation du cabinet provincial. Irving Oil Ltd. construit une centrale au gaz naturel de 90 MW afin de répondre aux besoins d'électricité et de chauffage dans sa raffinerie de pétrole à St-Jean ; Des améliorations en efficacité énergétique dans les édifices gouvernementaux.</p>	<p>Finaliser et mettre en oeuvre son Plan d'action sur le changement climatique ; Instituer des infrastructures administratives et financières pour livrer l'efficacité énergétique aux résidences et aux entreprises ; Réglementer l'efficacité énergétique des édifices par l'entremise du code du bâtiment de la province ; Offrir des incitatifs pour les résidences de passer du chauffage électrique à d'autres sources ; Éliminer le taux avantageux réservé aux édifices commerciaux entièrement à l'électricité ; Éliminer les barrières et les désincitations à la cogénération pour l'industrie et les édifices commerciaux afin de réduire la demande pour des centrales de base ; Accepter la recommandation de la Commission des entreprises de service public à l'effet que la remise à neuf de la centrale nucléaire de Pointe Lepreau n'est pas dans le meilleur intérêt économique du public et de réorienter les investissements afin de réduire la demande.</p>
<p>Appui pour les sources d'énergie renouvelables</p>	<p>De nouvelles réglementations provinciales font en sorte qu'il est possible que le développement de la capacité de production énergétique puisse aller de l'avant sans l'approbation du cabinet. La nouvelle Loi sur l'électricité permet la création d'une Norme de portefeuille en énergies renouvelables (NPÉR) ; La facturation nette sera permise pour les charges allant jusqu'à 100 Kw ; Énergie NB a supporté l'étude du potentiel éolien à Lamèque.</p>	<p>Promulguer la nouvelle Loi sur l'électricité avec des exigences de NPÉR ambitieuses et de facturation nette dans la réglementation ; Établir la "Compagnie de production d'énergie renouvelable du Nouveau-Brunswick" dans le cadre de la réorganisation prévue pour l'entreprise de services publics, au lieu de la "Compagnie de production d'énergie nucléaire du Nouveau-Brunswick" ; Promouvoir une centrale pilote pour produire de l'éthanol à partir de la liqueur résiduaire et des déchets d'écorce produits par l'industrie des pâtes et papier.</p>
<p>Politique des transports éconergétiques</p>	<p>Le Programme 'Drive Smart' qui encourage des habitudes de conduite automobile éconergétiques à travers les écoles.</p>	<p>Établir et mettre en oeuvre une politique de transports éconergétiques ; Mettre en oeuvre une stratégie de transports en commun à l'échelle provinciale ; Instituer un programme de taxation avec remise pour les véhicules éconergétiques ; Exiger des mélanges de biodiésel pour l'équipement du</p>

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NOUVEAU-BRUNSWICK	Efforts positifs importants	Opportunités d'améliorations
		gouvernement.
Politique éconergétique envers l'utilisation des terres et l'expansion tentaculaire	La Commission sur l'utilisation des terres rurales et l'environnement a recommandé des mesures visant à réduire l'urbanisation linéaire dans les années 1990 ; Des commissions de planification rurale furent établies à travers la province	Mise en oeuvre d'une gouvernance rurale afin d'offrir un processus démocratique en matière de planification d'utilisation des terres rurales.
Leadership provincial et investissement	Le Premier ministre Bernard Lord fut chef de file du travail de collaboration afin de réduire les émissions régionales des gaz à effet de serre durant la Conférence des Gouverneurs de la Nouvelle-Angleterre et des Premiers ministres de l'Est du Canada en 2000, ce qui a mené à l'adoption d'un plan d'action sur le changement climatique en 2001 avec des cibles et des échéanciers.	Le Premier ministre a abandonné ce leadership et il poursuit des projets de développements énergétiques afin de faire du Nouveau-Brunswick un carrefour énergétique pour la région, ce qui va fortement accroître les émissions de gaz à effet de serre de la province et absorber le capital qui, autrement, pourrait être investi dans l'efficacité énergétique, la cogénération et des projets d'énergie renouvelable.

TERRE-NEUVE ET LABRADOR

Terre-Neuve et Labrador a malheureusement réduit une bonne partie de son appui aux programmes d'efficacité énergétique au cours des dernières années et elle devrait reprendre la voie d'un avenir soutenable en matière d'énergie en investissant à nouveau dans des programmes d'audits énergétiques. En dépit de son immense potentiel d'énergie éolienne, la province continue à consacrer des ressources insignifiantes au développement de l'énergie éolienne à Terre-Neuve et Labrador.

TERRE-NEUVE ET LABRADOR	Efforts positifs importants	Opportunités d'améliorations
Appui de l'efficacité énergétique	En voie de développer son propre Plan d'action sur le changement climatique dans lequel l'efficacité énergétique "fera partie du calcul" ; N'a pas accordé beaucoup d'appui financier ces dernières années, travaille surtout en conjonction avec le gouvernement fédéral ; Par le passé, "l'Équipe de conservation" recevait de l'aide financière du gouvernement de Terre-Neuve pour les audits	Le gouvernement devrait tenir des audiences et des rencontres directement avec le public afin d'améliorer le contenu de son Plan d'action sur le changement climatique. Par ailleurs, la province devrait rétablir son appui financier pour la livraison du programme ÉnerGuide pour les maisons (ÉGM). Les fonds utilisés pour les programmes de réduction sur le prix du combustible seraient mieux utilisés pour régler le problème à sa source au lieu de solutions symboliques, tels

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TERRE-NEUVE ET LABRADOR	Efforts positifs importants	Opportunités d'améliorations
	<p>énergétiques résidentiels, mais ce financement fut coupé plus tôt cette année. L'Équipe de conservation a cessé de faire des évaluations ÉnerGuide pour les maison à compter du 31 mars, 2003, à cause de la perte de financement. La province n'a pas offert un appui financier pour cette activité en 2004 ; "Énergie Terre-Neuve" a effectué quelques audits énergétiques.</p>	<p>les rabais lorsque le prix du pétrole monte rapidement. Cet appui financier devrait être accordé aux propriétaires (peut-être sous une forme similaire au programme courant du fédéral) au lieu de fonds de fonctionnement pour les agents de livraison du programme ÉGM.</p> <p>Terre-Neuve devrait exiger l'efficacité énergétique comme composante des nouvelles infrastructures qu'elle finance (c-à-d., "Bâtiments écologiques").</p> <p>Les présents codes du bâtiment sont périmés, ce qui permet la construction de plusieurs nouvelles résidences ayant des sous-sols non finis et non isolés. La province devrait adopter des codes du bâtiments et des codes énergétiques à jour pour les logements.</p>
<p>Appui pour les sources d'énergie renouvelables</p>	<p>Un projet pilote sur l'énergie éolienne afin d'examiner le fonctionnement technique et économique d'un système éolien de 25 MW.</p>	<p>Terre-Neuve a un énorme potentiel éolien et elle devrait développer ce potentiel dans l'ensemble de Terre-Neuve et Labrador.</p> <p>Plus de travail sur l'énergie éolienne est fortement recommandé puisqu'une bonne partie de l'énergie électrique est produite à Hollywood par une centrale électrique alimentée au mazout C # 6. Le déplacement de cette source par des sources renouvelables, telle l'énergie éolienne, est recommandée.</p>
<p>Politique des transports éconergétiques</p>	<p>Possibilités limitées dues à la géographie de l'île. Les systèmes de transports en commun sont encouragés, mais cela est perçu comme étant un enjeu municipal.</p>	<p>Avec les populations en déclin dans plusieurs municipalités, plusieurs ont de la difficulté à payer pour l'eau et les égouts, le déblayage de la neige, etc. ; les questions de transports ne sont donc pas une priorité. Il faut faire preuve de leadership et accorder l'appui aux municipalités en ce qui concerne leurs propres flottes. Une fois que les municipalités ont fait l'expérience des bienfaits économiques dans leurs propres flottes, elles peuvent jouer un rôle actif auprès des grands employeurs afin d'encourager l'utilisation des transports en commun (là où ils existent) pour leurs employés en leur donnant des cartes d'abonnement d'autobus.</p>
<p>Politique</p>	<p>La plupart des enjeux reliés à l'expansion tentaculaires sont limités à St. John's.</p>	<p>Cependant, ceci étant dit, plusieurs nouvelles maisons sont en construction dans la presqu'île Avalon et, étant donné que le</p>

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TERRE-NEUVE ET LABRADOR	Efforts positifs importants	Opportunités d'améliorations
éconergétique envers l'utilisation des terres et l'expansion tentaculaire		code énergétique et le code du bâtiment de 1995 n'ont pas été adoptés, l'efficacité énergétique n'est pas aussi bonne qu'elle devrait l'être.
Leadership provincial et investissement		Aucun financement provincial n'a été établi pour les ONG afin qu'elles puissent profiter des fonds pour le changement climatique. C'est pourquoi les possibilités d'engagement sont limitées pour les groupes de base. Certains perçoivent ce manque de fonds particuliers comme étant une indication que la province n'est pas sérieuse à propos de la question du changement climatique.

NOUVELLE-ÉCOSSE

La Nouvelle-Écosse a accordé à contrecœur son appui à la ratification du Protocole de Kyoto par le gouvernement fédéral en 2002, faisant preuve d'une certaine bonne volonté dans le combat contre le changement climatique. Pourtant, l'appui de la Nouvelle-Écosse pour l'efficacité énergétique est grandement basée sur de l'information et la province a besoin de vraiment mettre en application des politiques qui vont déployer des technologies d'énergie verte dans la province. Le potentiel d'énergie éolienne dans la province est immense, mais il ne vient seulement que de commencer avec l'achat de deux éoliennes par Nova Scotia Power. La province pourrait faire beaucoup pour réduire ses émissions de GES en fermant ses centrales au charbon et en les remplaçant par la conservation, l'énergie éolienne ou même l'utilisation du gaz naturel que la province, ironiquement, préfère exporter aux États-Unis.

NOUVELLE-ÉCOSSE	Efforts positifs importants	Opportunités d'améliorations
Appui de l'efficacité énergétique	Certains efforts ont été faits afin d'éduquer le public sur la réduction de l'utilisation de l'énergie. L'appui du gouvernement pour le programme d'audits énergétiques des résidences administré par 'Clean Nova Scotia' a connu un certain succès. Certains progrès ont été accomplis en matière d'efficacité énergétique industrielle grâce au "Eco-Efficiency Centre",	Des améliorations sont nécessaires pour les programmes actuels d'audits énergétiques. Un plus grand appui et une meilleure coordination avec les vérificateurs privés qui desservent la province aideraient grandement. Les initiatives d'efficacité énergétique résidentielle et commerciale (tel le présent programme R2000) doit être élargi avec l'aide du gouvernement fédéral.

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NOUVELLE-ÉCOSSE	Efforts positifs importants	Opportunités d'améliorations
	un projet de l'Université Dalhousies.	Améliorer l'efficacité des édifices gouvernementaux (provinciaux et municipaux) aura un impact positif important.
Appui pour les sources d'énergie renouvelables	La province a exprimé son intention de créer une Norme de portefeuille en énergies renouvelables (NPÉR) de 3,2 % d'ici 2010. Nova Scotia Power (Emera) a récemment entré deux éoliennes en ligne, une première petite démarche pour s'éloigner de la génération électrique non renouvelable. Depuis plusieurs années, Nova Scotia Power opère la première et la seule centrale électrique marémotrice de l'Amérique du Nord, à Annapolis Royal.	La création d'un atlas public de ressources éoliennes est nécessaire. Il y a une opportunité d'accroître la recherche sur les sources d'énergies alternatives, telles la biomasse et les gaz d'enfouissement. Le faible niveau de NPÉR de 3,2 % devrait être grandement augmenté, tout au moins à 10-15 %. Il faut réduire le coût de la connexion au réseau pour les projets d'énergie renouvelable à petite échelle, telles les installations éoliennes parrainées par les communautés.
Politique des transports éconergétiques	Un programme 'U-Pass' fructueux à l'Université St. Mary's offre aux étudiants un accès aux transports en commun par l'entremise des frais de scolarité. Des terrains de stationnement pour le co-voiturage ont été établis à plusieurs sorties le long de la série des autoroutes 100 de la province.	Le résultat du manque d'efforts du gouvernement provincial à encourager la réduction des émissions de GES dans le secteur des transports représente une grande opportunité de faire des progrès dans ce secteur. Un pourcentage des fonds présentement consacrés pour de nouvelles infrastructures routières et leur entretien (estimé à 10 \$ milliards au cours des dix prochaines années) pourrait être réorienté pour un chemin de fer de banlieue et autres projets de transports en commun qui encourageraient la réduction de l'usage des autos. Une législation contrôlant l'abus du régime de ralenti (des moteurs) est nécessaire. Un programme de feux de circulation DEL devrait être mis en vigueur.
Politique éconergétique envers l'utilisation des terres et l'expansion tentaculaire	L'expansion tentaculaire est un enjeu surtout limité pour l'instant à la région d'Halifax.	La province pourrait offrir une plus grande aide aux municipalités et aux groupes de planification volontaire dans le développement de plans d'utilisation des terres et l'amélioration des transports en commun.
Leadership provincial et investissement	L'intérêt a été exprimé vis à vis la diminution de l'utilisation de l'énergie dans les édifices gouvernementaux.	Il faudrait mettre fin à l'exemption des propriétés louées par le gouvernement des programmes d'efficacité énergétiques.

ILE-DU-PRINCE-EDOUARD

On s'attend à ce que le gouvernement de l'ÎPÉ va encourager la promotion de l'efficacité énergétique par l'entremise de nouveaux programmes fédéraux/provinciaux. Les programmes d'audits énergétiques pour édifices résidentiels et commerciaux continuent. L'énergie éolienne est présentement utilisée et en voie d'expansion sur l'île. Compte tenu de la petite taille de l'ÎPÉ en tant que juridiction, les politiques énergétiques reliées aux transports, à l'utilisation des terres et à l'expansion tentaculaire devraient être plus avancées.

ILE-DU-PRINCE-EDOUARD	Efforts positifs importants	Opportunités d'améliorations
<p>Appui de l'efficacité énergétique</p>	<p>Un programme gouvernemental d'information sur les audits énergétiques des édifices industriels et commerciaux, y compris un CD-ROM interactif ; Développement cours de d'autres programmes de conservation financés par le fédéral ; Le gouvernement s'est engagé à réduire de 10 % l'utilisation de l'énergie.</p>	<p>L'organisation interne doit permettre au personnel de faire la planification et la mise en oeuvre, le suivi, les rapports, etc ; La construction récente de nouvelles écoles faisait preuve d'une pauvre conception en matière d'efficacité énergétique (aucun système solaire passif, aucun échange de chaleur dans les système de ventilation) ; Une plus grande considération pour l'efficacité énergétique dans les systèmes de gestion des déchets en réduisant la dépendance sur le camionnage et les installations centralisées récemment développées pour la gestion des déchets ; Plus d'initiatives sont nécessaires pour la conservation de l'énergie, y compris des programmes pour réduire la demande en électricité lors des périodes de pointe ; Le gouvernement a discuté la hausse de ses cibles de réduction d'utilisation de l'énergie jusqu'à 30 % d'ici 2012. Il devrait aller de l'avant avec cet engagement.</p>
<p>Appui pour les sources d'énergie renouvelables</p>	<p>Investissement de l'ÎPÉ en énergie éolienne, avec l'installation d'une nouvelle éolienne produisant 18 000 mégawattheures par année, soit de 2 à 3 % de la charge provinciale ; En train de développer une Politique sur l'énergie renouvelable et une Norme de portefeuille en énergies renouvelables d'au moins 10 % de production d'énergie renouvelable d'ici 2010.</p>	<p>Besoin de plus de programmes visant à développer l'utilisation du bois et autres biomasses ; Besoin de programmes afin d'appuyer la production d'énergie résidentielle ainsi que la cogénération de sources renouvelables ; Par le passé, la province avait encouragé l'installation de systèmes domestiques de chauffage solaire de l'eau. Ce programme devrait être évalué, modernisé et rétabli. Possibilités de développement de l'éthanol-carburant.</p>

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ILE-DU-PRINCE-EDOUARD	Efforts positifs importants	Opportunités d'améliorations
Politique des transports éconergétiques	L'ÎPÉ a pris un TRÈS petit pas vers l'amélioration de l'efficacité des véhicules du gouvernement en achetant des véhicules hybrides ; Des services de navette limités sont fournis par le gouvernement pour les employés du gouvernement ; La ville de Charlottetown a accru ses services d'autobus.	Le gouvernement devrait remplacer ses véhicules par des véhicules plus économiques ; Une plus grande considération devrait être accordée à l'énergie (marche au ralenti des véhicules, etc.) lors de la planification du débit et des feux de circulation ; Besoin de l'appui provincial pour les plans municipaux d'instituer des transports en commun.
Politique éconergétique envers l'utilisation des terres et l'expansion tentaculaire	L'utilisation des terres a été fréquemment étudiée et c'est un enjeu courant dans l'histoire moderne de l'ÎPÉ.	Il faut développer des politiques énergétiques reliées à l'utilisation des terres et à l'expansion tentaculaire.
Leadership provincial et investissement	L'ÎPÉ s'est faite une bonne réputation ces dernières années pour son innovation /en matière de programmes énergétiques.	--

QUEBEC

Le Québec devint l'un des plus grands encourageurs du gouvernement fédéral durant le débat sur Kyoto l'an passé et il s'est prononcé à plusieurs reprises en faveur de la diminution des émissions de GES, quoiqu'il ne tient pas encore compte des émissions de méthane provenant des réservoirs hydroélectriques dans ses propres rapports de GES. Bien que l'engagement de la province envers l'énergie éolienne ait dépassé celui de toutes les autres provinces, le Québec pourrait faire des améliorations considérables en matière de productivité énergétique et d'efficacité énergétique. De nouvelles initiatives stratégiques ont été mises en attente depuis les récentes élections.

QUEBEC	Efforts positifs importants	Opportunités d'améliorations
Appui de l'efficacité énergétique	Hydro-Québec a demandé l'approbation de la Régie de l'électricité et du gaz pour son premier programme d'efficacité énergétique depuis plusieurs années.	Les épargnes ciblées dans le cadre du Plan d'efficacité énergétique d'Hydro-Québec pourraient être augmentées d'une manière dramatique de son faible niveau de 0,75 TWh d'ici 2006 (soit seulement 0,5 % de la consommation domestique actuelle). Un Plan d'action sur le changement climatique fut mis au point

Sierra Club – Lighting the Way

QUEBEC	Efforts positifs importants	Opportunités d'améliorations
		avant les élections, mais il n'a pas été publié.
Appui pour les sources d'énergie renouvelables	Le gouvernement du Québec a adopté un décret exigeant qu'Hydro-Québec obtienne 1000 MW d'énergie éolienne durant les 10 prochaines années et 100 MW d'énergie provenant de la biomasse.	Éliminer les aspects "d'assistance sociale régionale" de l'énergie éolienne réduirait le coût de l'énergie et ouvrirait la voie pour de plus grands investissements dans les éoliennes. Le seul réacteur nucléaire du Québec, Gentilly 2 qui produit moins de 3 % de l'électricité pour la province, devrait fermer en 2008. Le gouvernement provincial ne devrait pas accorder un permis au projet d'Hydro-Québec de construire une centrale au charbon au Nouveau-Brunswick afin de fournir de l'électricité à la région de la Gaspésie.
Politique des transports éconergétiques	Les nouvelles lignes de chemin de fer de banlieue sont un grand succès. Le prolongement du métro jusqu'à la côte nord de Montréal est également un étape positive vers la réduction des émissions de GES du secteur des transports. Il y a présentement des projets de transports en commun d'une valeur de 6 \$ milliards dans la région métropolitaine de Montréal, mais le gouvernement devra maintenir le cap afin de s'assurer que ces projets sont réalisés.	Le déclin du nombre de passagers dans les transports en commun urbains, causé par les augmentations constantes des tarifs et les réductions de services, pourrait être renversé avec de nouveaux revenus, par ex., des péages aux ponts prévus à cet effet. Un programme d'inspection et d'entretien est nécessaire afin de s'assurer que les véhicules âgés respectent les normes d'émission modernes. Il y a une possibilité de développer un biocarburant à partir du bois. Un corridor pour trains à très grande vitesse devrait être développé entre Windsor et la ville de Québec en partenariat avec le gouvernement fédéral et celui de l'Ontario.
Politique éconergétique envers l'utilisation des terres et l'expansion tentaculaire	Le Plan d'action sur le changement climatique devait aborder les problèmes de l'expansion tentaculaire, mais demeure pas publié	Comment aborder l'expansion tentaculaire devait être soulevé dans le plan d'action de la province ; cela devrait être mis à exécution.
Leadership provincial et investissement	--	--