



# Clean Transportation Action Plan (CTAP)

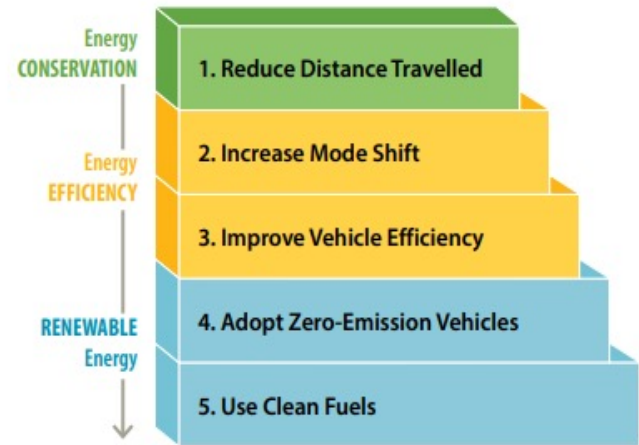
First Nations Low-Carbon Transportation Project Kick-Off

June 29, 2023



## What is CTAP?

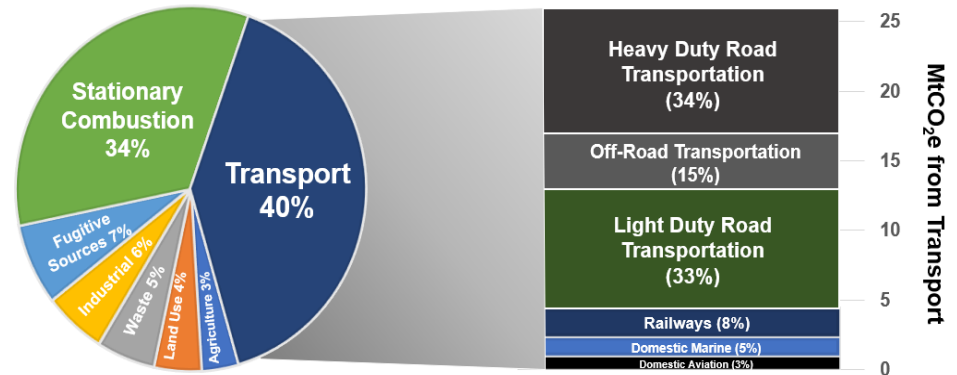
- CTAP is a CleanBC Roadmap commitment to be released in 2023.
- The purpose of CTAP is to:
  - Outline next actions to meet legislated GHG emissions reductions and other Roadmap targets
  - Act as a unifying, single point of reference; a comprehensive transportation action plan that links to other existing work & fills the gaps
  - Provide long-term view, short-term action (to achieve 2030, 2040, net zero 2050 targets & beyond)
- Roadmap established five pillars to guide development of CTAP, with targets in each.



## B.C.'s Transportation GHG emissions and targets

- Roadmap and legislated GHG emission reduction targets for transportation:
  - Transport sector: 27 – 32% below 2007 by **2030**
  - Contribute to economy-wide 60% reduction by **2040**
  - Contribute to net-zero by **2050**
- However, transportation emissions have **risen** 12% since 2007; fundamental changes are required to meet targets

Transportation is the biggest source of BC's GHGs. Within the transport sector, more GHGs come from moving goods than people.



Source: Provincial GHG Emissions Inventory 2020; Activity Categories-Based Method; Heavy-Duty defined as exceeding 3,900 kg GVW; Emissions from pipeline transportation moved from transportation classification to oil and gas classification



## Additional CTAP Targets, From Roadmap

- **Vehicle kilometres travelled reduction targets:**
  - Reduce light-duty VKT by 25% by 2030, compared to 2020.
- **Mode share targets:**
  - Increase share of trips (e.g., commuting for work and personal activities) made by walking, cycling, transit to 30% by 2030, 40% by 2040, and 50% by 2050.
- **Energy intensity targets for personal and commercial transportation:**
  - Reduce the energy intensity of goods movement (tonne-kilometres) by at least 10% by 2030, 30% by 2040, and 50% by 2050, relative to 2020.
- **Zero-emission vehicle (ZEV) targets:**
  - Accelerated Zero Emission Vehicle Act targets - 26% of new light-duty vehicles by 2026, 90% by 2030, 100% by 2035; New ZEV targets for medium- and heavy-duty vehicles aligned with California.
- **Low carbon fuel targets:**
  - Reduce carbon-intensity for gas & diesel using 30% by 2030 (relative to 2010) as a starting point for further analysis and consultations



## Engagement conducted to-date

- Indigenous Engagement
  - EMLI hosted 3 virtual sessions in Sept 2022 for Indigenous communities
  - 2 CleanBC Indigenous Engagement sessions in November 2022, virtual and in-person
  - (Previous engagement conducted 2020/21 as part of CleanBC Roadmap)
- Technical stakeholder engagement
  - Distribution of engagement paper in early 2023 (comments closed April 2023; over 100 responses)
- Upcoming engagement planned
  - EMLI will be sending out a Notification Letter to all Nations in B.C. this summer, further apprising them of CTAP's development and inviting ongoing feedback
  - MOTI will be engaging through the summer and fall on the Declaration Act Action Plan action 3.9 to Engage with First Nations to identify and implement multi-modal transportation solutions to support safe and reliable transportation services for communities. Providing multi-modal transportation options aligns with CTAP targets.



## What we've heard

### Active Transportation and Public Transit

- Importance of expanding clean transportation to ensure safe and reliable public transportation, pathways and walkways
- Importance of reducing car use and having different types of clean transportation that are not dependent on fossil fuels

### Zero-Emission Vehicles

- Support for marine transportation (e.g., vessel rebates)
- Interest in economic opportunities, conversion of fleet vehicles, and electrifying marine and rail
- Need for charging infrastructure network in northern and rural parts of the province



## What we've heard

### Community Clean Energy

- Need for support in remote and northern communities that experience barriers to clean transportation: priorities for these communities are decarbonizing their energy first, then transportation.
- Need for cleaner transportation options suited to rural and remote living

### Clean Transportation Planning and Knowledge

- Need for more transparency from on the costs to the environment and the GHG emissions connected to clean transportation (e.g., battery lifecycle)





# Incorporating feedback into existing policies and CTAP overall

## Active Transportation and Transit

- The Province is working toward significantly expanding active transportation and transit infrastructure and options province-wide

## Zero-Emission Vehicles

- The Province has committed to completing B.C.'s electric highway by summer 2024 (this includes charging stations along Hwys 37 and 97 to Yukon border, Hwy 20). The Province's GoElectric Public Charger Program offers enhanced rebate levels for Indigenous applications.

## Clean Transportation Planning

- EMLI is working with the BC Assembly of First Nations on development and delivery of the Clean Transportation Options Planning Program (Low Carbon Transportation Project)

*Ensuring CTAP is for everyone in B.C., and considers the different challenges and opportunities faced by Indigenous, rural, remote, northern communities*





## Next Steps

- Engagement will be ongoing, and feedback, questions, ideas are always welcomed
- CTAP planned for late 2023 public release
- CTAP and its implementation will be continuous, evolving and more engagement on specific policies / projects is expected; not a static document or process



# Thank you

*Feedback, Comments, Questions, Ideas relating to CTAP are welcome any time*

Rebecca Abernethy, Clean Transportation Branch, Ministry of Energy, Mines and Low Carbon Innovation

[Rebecca.Abernethy@gov.bc.ca](mailto:Rebecca.Abernethy@gov.bc.ca)