



COUNCIL REPORT

To: Paul Gipps, CAO

Date: December 14, 2021

From: Stacey Harding, Parks & Fleet Operations
Manager

Subject: **Emissions Reduction Policy - Revised**

RECOMMENDATION

THAT Council adopt the Emission Reduction Policy as revised dated December 14th, 2021; and

THAT Council approve of staff applying for all applicable rebates to support the vehicle emission reduction initiative.

STRATEGIC AREA(S) OF FOCUS

The Emission Reduction Policy and its implementation strategy will be incorporated into the Corporate Climate Action Plan slated to start early in 2022.

BACKGROUND

As a signatory of the B.C. Climate Action Charter, the CWK is committed to becoming carbon neutral in its corporate operations by focusing on reducing greenhouse gas (GHG) emissions. The reduction of GHG emissions can be accomplished in various ways, one being the introduction of alternative fuel vehicles and equipment; the other being the incorporation of generally accepted, green vehicle and equipment strategies into everyday operations.

On November 9th, 2021 Staff met with Council for an initial review of the Emissions Reduction Policy. Council provided staff with suggestions and helpful guidance along with their concerns, all of which have been woven into the Policy.

Policy Statement

As a signatory of the B.C. Climate Action Charter, the CWK is committed to reducing the amount of greenhouse gas emissions produced by the vehicles and equipment used in the delivery of CWK services. This will be achieved by:

- Incorporating alternative fuel vehicles and equipment into operations where financially and technically sustainable;

- Rightsizing vehicles, equipment, and overall fleet size; and
- Conducting all fleet and equipment life cycle activities in a manner supporting efficiency and return on investment while reducing petroleum use.

SCOPE

The Emission Reduction Policy action plans apply to all vehicles and equipment owned by the CWK, including:

- vehicles (cars and trucks)
- large non-licensed equipment (generators and pumps)
- large operational equipment (dump trucks and loaders)

Implementation Strategy

- Action the objectives with S.M.A.R.T. tasks (Specific, Measurable, Attainable, Relevant, Time-bound)
- Set long and short-term targets for Zero-Emission Vehicle (ZEV) Implementation
- Monitor, review, and revise the plan
- Report progress periodically to Council

Implementation Timeline Targets (Zero-Emission Vehicles Only)

The CWK will strive within reasonable and financially prudent means to match the ZEV implementation timeline used by the Province in the *Zero-Emission Vehicle Act*. Staff will report progress towards the targets to Council periodically.

The CWK accepts that Federal and Provincial emission targets may change over time and may or may not be attainable by local governments. The success of the City's program will be dependent on available senior government grants or rebates, unit availability, emerging technologies and sound financial business sense. The CWK will conduct ongoing monitoring of the programs successes while mindful of financial risks.

The generally accepted, non-binding, target replacement percentages for light duty fleet ZEVs are:

- 10% by 2025
- 30% by 2030
- 100% by 2040

Risks to the Success:

Shifts in supply and demand due to COVID 19 make the next years unpredictable in regards to the availability of hybrid and ZEVs. This is very much the case in the Okanagan, with some models not available in the foreseeable future.

Further, the technology in these vehicles is new and may result in dealership adjustments or recalls. Much is the case with the new ½ ton all-electric pickup trucks.

Both of these risk factors can be mitigated with a reasonable implementation timeline (2021-2040) and a flexible approach to purchasing hybrid and ZEVs. Should ZEVs not be available, hybrid vehicles will be the next reasonable choice for purchase in that period. Should neither hybrid nor ZEVs be available in a given year, the other actions outlined in the Plan will serve to minimize the potential increase in GHG emissions for that year.

Council should also be aware that the development of large, commercial trucks is still several years away and items such as electric loaders and excavators is very new technology.

The anticipated savings associated with utilizing an electric vehicle is 6 tons of CO₂ per year, per vehicle. This does not account for the embodied energy required to produce the vehicle.

FINANCIAL IMPLICATIONS

Council has clearly expressed that the initial EV costs along with the unit's useful service life and operational costs need to prove themselves as financially viable.

CONCLUSION

As the City of West Kelowna is a signatory to the BC Climate Action Charter, Council has clearly indicated to staff their desire to take action at reducing harmful emissions. The Fleet Department is poised to help lead that initiative, however, the road ahead is full of challenges including unit availability and unproven and unavailable technology to date. That said and despite challenges, staff feel there is no time like the present to initiate the implementation strategy supported by Policy.

Alternate Motion:

THAT Council postpone consideration of adoption of the Emission Reduction Policy dated December 14, 2021.

Should Council postpone consideration, staff would request further direction.

REVIEWED BY

Allen Fillion, Director of Engineering & Public Works

Shelley Schnitzler, Legislative Services Manager/Corporate Officer

APPROVED FOR THE AGENDA BY

Paul Gipps, CAO

Powerpoint: Yes No

Attachments:

1. City of West Kelowna Emissions Reduction Policy