



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

A G E N D A

ENVIRONMENTAL ADVISORY COMMITTEE MEETING

April 22, 2010

7:00 p.m.

Esquimalt Council Chambers

1. **CALL TO ORDER**

2. **LATE ITEMS**

3. **APPROVAL OF THE AGENDA**

4. **MINUTES**

- (1) Minutes of the Environmental Advisory Committee meeting, March 25, 2010 Pg. 1 – 3

5. **OLD BUSINESS**

- (1) 2009 Year End Final Report

6. **WORK PLAN ITEMS / REPORTS FROM SUB-COMMITTEES**

- (1) Urban Landscape

- (2) Pesticide Reduction

- (a) Increasing Public Awareness and Education Through Media

- (i) Report from Chair Salter:

- Communication Coordinators Research in to Other Municipalities Public Awareness and Educational Campaigns for Pesticide Reduction

- (3) Marina & Shoreline

- (a) Westbay Outfall

- (i) Report from Staff Liaison:

- Response from City Victoria – Possible Break in Water Main
- Clarification on Noted Outfall as Being the Westbay Outfall
- Confirmation of Tested Discharge

- (4) Solid Waste

- (a) Reduction of Waste at Buccaneer Days

- (i) Report from Staff Liaison:

- Number and Relocation of Compactors
- Receipt of Compactor Amenity from Craigflower Development

- (b) Buccaneer Days Booth

- (c) LifeStyles Travelling Garden

- (d) Compost Workshops and Bin Sale Report

- (5) Community GHG Reduction Participation
 - (a) Anti-Idling
 - (i) Report from Staff Liaison:
 - Location of Anti-Idling Signs
 - (ii) Report from Blair Irwin:
 - Anti-Idling Initiatives
 - (b) GHG Reduction Targets – Amendment to OCP
 - (c) Green Fleet Program

Pg. 4 – 5

Pg. 6 – 14

- (6) Environmental Outreach Workers
 - (a) Framework Development
 - (i) Report from Councillor Garrison:
 - Establishment of a Partnership with Royal Roads Grad Student

7. REPORT FROM STAFF LIAISON

8. COMMUNICATIONS

- (1) Email from the Canadian GeoExchange Coalition, dated April 7, 2010, Re: EcoENERGY Retrofit Homes Program

Pg. 15 – 17

9. COMMITTEE MEMBER ANNOUNCEMENTS

10. NEXT MEETING

11. ADJOURNMENT



CORPORATION OF THE TOWNSHIP OF ESQUIMALT
MINUTES
ENVIRONMENTAL ADVISORY COMMITTEE

Thursday, March 25, 2010
7:00 p.m.
Council Chambers, Municipal Hall

PRESENT: Mark Salter, Chair
Councillor Randall Garrison
Councillor Alison Gaul
Blair Irwin
Chris Zegger-Murphy
STAFF: Marlene Lagoa – Sustainability Coordinator (Staff Liaison)
Deborah Liske – Recording Secretary
REGRETS: Larry Dill, Vice Chair
Dianne Kleinman
Beth Sobieszczyk
Terry Eckstein

1. **CALL TO ORDER**

Chair Salter called the meeting to order at 7:06 p.m.

2. **LATE ITEMS**

There were no late items.

3. **APPROVAL OF THE AGENDA**

Moved by Councillor Garrison, seconded by Councillor Gaul, that the agenda of the Environmental Advisory Committee meeting of March 25, 2010 be approved as presented.
The motion **CARRIED**.

4. **MINUTES**

Moved by Councillor Gaul, seconded by Blair Irwin, that the minutes of the Environmental Advisory Committee meeting of February 25, 2010 be approved as presented.
The motion **CARRIED**.

5. **OLD BUSINESS**

- (1) 2009 Year End Final Report

Chair Salter reported he has begun work on the report.

6. **WORK PLAN ITEMS / REPORTS FROM SUB-COMMITTEES**

- (1) Urban Landscape
(a) Community Gardens Task Force Update

Blair Irwin reported the task force has met and is considering locations based on predetermined criteria. Task force members will be meeting with the Director of Parks and Recreation and the Parks Manager to review locations prior to writing a report for presentation to the April 12th Committee of the Whole meeting. Task force members will also be working towards citizen engagement to receive feedback and input in to the concept.

The committee discussed challenges the task force is facing in implementing this initiative; noting zoning is one challenge recognized so far.

- (2) Pesticide Reduction
 - (a) Increasing Public Awareness and Education through Media
 - a. Report from Chair – Meeting with Communications Coordinator

Chair Salter reported he has met with Ritchie Morrison, Communications Coordinator and will be providing information to Mr. Morrison to enhance the profile of the committee and initiatives the committee is working on. Chair Salter and Mr. Morrison also discussed increasing awareness of both residents and non-residents.

ACTION ITEM

Chair Salter will follow-up with Mr. Morrison to review his research in to how other municipalities are educating individuals on their pesticide bylaws and enforcement and report back to committee.

- (3) Marina & Shoreline
 - (a) Westbay Outfall

Marlene Lagoa, Staff Liaison reported a map of all outfalls in the municipality is available to review and also provided an update on the status of the Westbay outfall. The engineering department will be following up with the City of Victoria to determine whether there is a possible break in the water main.

ACTION ITEMS

Marlene Lagoa, Staff Liaison will report back to the committee on the following:

1. Response from City of Victoria.
2. Clarification the Westbay outfall is the outfall where the three occurrences discussed by the committee have taken place.
3. Clarify if the discharge has been tested.

- (4) Solid Waste
 - (a) Reduction of Waste at Buccaneer Days

Chair Salter reported planning for reduction of waste at Buccaneer Days will be organized for 2012.

ACTION ITEMS

Marlene Lagoa, Staff Liaison will report back to the committee on the following:

1. Clarify with the Engineering and Public Works department to determine how many compactors are located in the municipality and whether they can be moved to be utilized during Buccaneer Days in higher pedestrian locations.
2. Determine if the compactor dedicated from the latest development on Craigflower Road has been received.

- (b) Buccaneer Days Booth

ACTION ITEM

Chair Salter and / or Vice Chair Zegger-Murphy will attend a future Buccaneer Days committee meeting to reserve a table.

- (c) LifeStyles Travelling Garden

Beth Sobieszczyk was not in attendance to report on this item.

Moved by Councillor Gaul, seconded by Chair Salter that the item be deferred to the next meeting. The motion **CARRIED**.

- (5) Community GHG Reduction Participation
 - (a) Earth Week Open House

Marlene Lagoa, Staff Liaison reported the open house at the Recreation Centre will be scheduled for April 21st. It was suggested the open house take place from 4:30 – 7:30 p.m. Vice Chair Zegger-Murphy will work with Ms. Lagoa to brainstorm ideas for the open house.

Committee members discussed increasing anti-idling awareness and initiatives.

Marlene Lagoa, Staff Liaison reported on municipal activities for Bike to Work week.

ACTION ITEM

Marlene Lagoa, Staff Liaison to report back to the committee on the location of municipal anti-idling signs.

ACTION ITEM

Blair Irwin to brainstorm ideas for anti-idling initiatives and report back to the committee.

- (6) Environmental Outreach Workers
 - (a) Framework Development

Councillor Garrison reported he has made a contact with a grad student at Royal Roads.

ACTION ITEM

Councillor Garrison to report back to committee on whether a partnership can be established to develop a framework.

7. REPORT FROM STAFF LIAISON

Marlene Lagoa, Staff Liaison reported she will be applying for funding through the Solar BC Program; April 17th compost sale and workshops are moving ahead, having received numerous pre-orders for composters; and the United Church has contacted her about the Seed to Spoon Festival on April 24th.

8. COMMITTEE MEMBER ANNOUNCEMENTS

Chris Zegger-Murphy suggested increasing engagement with the public by including links on the community events calendar located on the municipal website. Other suggestions included adding software to allow users to add events from the community calendar to their electronic calendars and to also include social media icons such as Facebook and Twitter to promote activities and events.

Councillor Gaul reported the Seed to Spoon Festival received funding from the Parks and Recreation Community Events fund. Councillor Gaul also reported she has received great feedback about the municipal website composting page.

9. NEXT MEETING

The next meeting of the Environmental Advisory Committee will take place on April 22, 2010.

10. ADJOURNMENT

The meeting adjourned at 8:45 p.m.

Mark Salter, Chair
This 22nd day of April, 2010

CORPORATION OF THE TOWNSHIP OF ESQUIMALT

BYLAW NO. 2732

A Bylaw to amend Bylaw No. 2646, cited as the
"Official Community Plan Bylaw, 2006, No. 2646"

THE MUNICIPAL COUNCIL OF THE TOWNSHIP OF ESQUIMALT, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the "OFFICIAL COMMUNITY PLAN BYLAW, 2006, NO. 2646, AMENDMENT BYLAW [NO. 7], 2010, NO. 2732".

2. That Bylaw No. 2646, cited as the "Official Community Plan Bylaw, 2006, No. 2646" be amended as follows:

- 1) *by adding the following words and figures immediately following Section 7.1.2.5:*

"Section 7.1.2.6 Greenhouse Gas Emission Reduction Targets

In addition to the policies listed in preceding sections, the Township of Esquimalt is committed to reducing community greenhouse gas emissions (GHG). The Local Government Act requires that an Official Community Plan include targets for the reduction of community GHG emissions, as well as policies and actions for achieving those targets.

In 2010, the Township of Esquimalt established its commitment to the following:

Climate Science

- To acknowledge that increasing carbon dioxide (CO₂) levels in the atmosphere resulting from human activities are causing rapid climate change;*
- To recognize "dangerous" climate change as a rise in global average surface temperature of 2°C above the pre-industrial level; and*
- To take action on stabilizing GHG concentrations in the atmosphere by reducing emissions and enhancing greenhouse gas sinks and reservoirs.*

Community GHG Reduction Targets

- To set GHG targets which are science-based; and*
- To reduce community greenhouse gas emissions by at least 38% by 2020; and 83% by 2050 compared to 2007 levels.*

Carbon Neutrality

- *To strive for the ultimate objective of carbon neutrality by realizing zero net community GHG emissions.*

The Township of Esquimalt will develop a plan which outlines the specific policies and actions required to achieve these targets. The plan will be evaluated regularly, and when required amended, to ensure that Esquimalt will meet its reduction targets as quickly as possible.”

READ a first time by the Municipal Council on the 15th day of March, 2010.

READ a second time by the Municipal Council on the 15th day of March, 2010.

A Public Hearing was held pursuant to Sections 890 and 892 of the *Local Government Act* on the ---- day of -----, 2010.

READ a third time by the Municipal Council on the ---- day of ----, 2010.

ADOPTED by the Municipal Council on the ---- day of ----, 2010.

DEVELOPING A GREEN FLEET PROGRAM FOR THE TOWNSHIP OF ESQUIMALT

EXECUTIVE SUMMARY

After voluntarily signing the British Columbia (BC) Climate Action Charter in October 2008, the Township of Esquimalt faces the challenging task of becoming carbon neutral in its operations by 2012. Working toward carbon neutrality, the Township of Esquimalt will inventory its fleet GHG emissions and review the management of its fleet. The goal is to identify GHG emission reduction opportunities in fleet operations. This report will recommend a green fleet program which will assist Esquimalt in achieving its carbon neutrality commitment.

The objective of a green fleet program is to reduce GHG emissions through the purchasing and operational practices of the fleet. To be successful, the program must consider both the municipality's financial constraints and operational need to continue delivering services. The research undertaken in this report was to answer the following questions:

1. How can the Township of Esquimalt reduce its fleet's GHG emissions?
2. How will the goal of reducing GHG emissions be balanced with the municipality's need to complete its service delivery tasks?
3. What are the most cost-effective ways for Esquimalt to reduce its fleet's GHG emissions?
4. What actions are local governments in other jurisdictions doing to reduce their fleet's GHG emissions?
5. Which of these green fleet initiatives could be successfully adopted by the Township of Esquimalt?

To address these questions, this report's research approach was three-pronged and included: completing a review of green fleet programs in other jurisdictions; conducting telephone interviews with four BC local governments; and facilitating a focus group with Township of Esquimalt employees.

Key Research Findings

The review of comparable green fleet programs resulted in the development of a framework. The framework includes achieving the objective of reductions in GHG emissions by implementing initiatives from two streams, fleet purchasing and operations. The purchasing component of the framework includes fleet and vehicle right-sizing, alternative technologies and fuels, alternative forms of transportation, aftermarket technologies and conducting a life cycle cost analysis. The operations component of the framework includes trip and route planning, idling reduction strategies, driver fuel-efficiency training, fleet maintenance, and fleet monitoring and benchmarking.

The interview findings provided greater insight on four BC local governments' benefits and challenges in implementing their green fleet program. Benefits and challenges were experienced in the implementation of both the purchasing and operations components of a green fleet

program. The common green fleet initiatives that were identified as being beneficial included green purchasing, life cycle costing, the use of aftermarket technologies, idling reduction and education campaigns, fleet monitoring and participation in the E3 fleet program. The key challenges of implementing a green fleet program were in the areas of right-sizing, the adoption of alternative fuels and vehicles due to the lack of employee buy-in and budget constraints.

The focus group findings discussed how the Township of Esquimalt currently operates and manages its municipal fleet. It highlighted several green fleet initiatives which employees believe could be successfully implemented including green purchasing, right-sizing of vehicles and monitoring. At the same time, employees believed that challenges of implementing a green fleet program framework could be experienced with fleet and vehicle right-sizing, alternative fuels, and idling reduction.

The report found that the common challenges to implementing a green fleet program included: the cost of implementing green fleet initiatives; the lack of knowledge on green fleet programs and its benefits among key stakeholders; and employees' resistance to change. A green fleet program, and its implementation plan, would need to address these challenges to be successful.

Recommendations

It is recommended that the Township of Esquimalt implement a green fleet program in three phases over five years with a completion date of 2013.

Phase I (2009-2010) establishes the groundwork of Esquimalt's green fleet program which includes the implementation of initiatives to obtain organizational buy-in towards implementing a green fleet program. This entails organizing a Green Fleet Review Committee, measuring fleet GHG emissions, setting a short-term GHG emission target, implementing a green fleet purchasing policy, creating a purchasing worksheet, monitoring the municipal fleet, and becoming a member of the Fraser Basin Council's E3 Fleet Program.

Phase II (2010-2012) achieves significant reductions in GHG emissions from fleet operations. This entails adopting the use of alternative fuels and vehicles, having an E3 Fleet review conducted on the municipal fleet, and implementing an idling reduction strategy.

Phase III (2013) evaluates the green fleet program's cost-effectiveness and ability to meet the short-term target. This evaluation then leads to the establishment of longer-term targets and actions.

Esquimalt Green Fleet Purchasing Policy (Draft)

The purpose of this policy is to ensure that all vehicle and equipment purchasing meets both environmentally responsible and economically viable requirements.

OBJECTIVES:

- to achieve the Township of Esquimalt's commitment under the British Columbia Climate Action Charter to become carbon neutral in its operations by 2012
- to demonstrate Esquimalt's commitment to environmental, economic and social stewardship;
- to reduce the operating costs of municipal vehicles and equipment including capital assets, fuel, maintenance, and insurance;
- to yield long-term savings to Esquimalt taxpayers through reduced life-cycle costs for municipal vehicles and equipment;
- to minimize the impact of the municipal fleet on climate change by reducing GHG emissions;
- to support other like-minded municipalities and agencies by encouraging the application of green fleet practices in both the private and public sector;
- to increase awareness of green fleet purchasing and operations;
- to implement a green municipal fleet program while continuing to deliver municipal services; and
- to model green leadership to the community.

IMPLEMENTATION:

1. Replacement

Vehicles and equipment in the municipal fleet will be replaced only when:

- i. They reach the end of their operating life, or
- ii. When a life cycle cost analysis indicates that the economic and environmental cost of continuing to operate the vehicle or equipment is greater than its replacement.

2. Purchasing

The purchase of all vehicles and equipment must comply with the criteria of being a "green" purchasing decision which includes:

- i. A new vehicle or equipment is only purchased when no other alternative exists;

- ii. The purchase is that of the right-sized vehicle or equipment which can complete its service delivery task; and
- iii. The most fuel-efficient vehicle or equipment with the greatest potential for GHG emission reduction is purchased (based on technology, fuel types, and any additional equipment or features that reduces the need to burn fuel).

3. Green Specifications

“Green” specifications must be included in all fleet purchasing tenders. The green specifications are:

- i. Fuel consumption (city driving);
- ii. Alternative technology (hybrid, electric, hydrogen fuel cell, etc.);
- iii. Use of alternative fuel types without voiding manufacturer’s warranty;
- iv. Emission level of GHGs and all other pollutants; and
- v. Description of any other “green” features that result in greater fuel-efficiency and reduction in GHG emissions during the intended operation of the vehicle or equipment.

4. Life Cycle Costing

A life cycle cost analysis must be completed before the purchase of any new vehicle or equipment and must be conducted for a minimum of three options.

Life cycle costing will calculate the net present value of owning and operating a vehicle or equipment over its entire operating life using the following variables:

- Expected operating life (in years)
- Initial purchasing cost
- Fuel costs
- Maintenance costs
- Insurance costs
- GHG emissions and the cost of purchasing carbon offsets
- Residual value and / or disposal cost

Resulting from the life cycle cost analysis, the purchasing option with the lowest net present value, while also offering the greatest reduction in GHG emission, will be the one purchased.

5. Green Fleet Review Committee

The purchase of all vehicles and equipment must be reviewed and approved by a minimum of 3 members of the Green Fleet Review Committee.

The purpose of the Green Fleet Review Committee is to monitor, review and implement the Township of Esquimalt's Green Fleet Program and Green Fleet Purchasing Policy. The Green Fleet Review Committee has the authority to make a recommendation to Council for the purchase of a "green" vehicle or equipment whose incremental cost is more than the cost of a comparable model but emits fewer GHG emissions.

The members of the Green Fleet Review Committee will include, but is not limited to, the Director of Engineering & Public Works, Manager of Public Works, Fleet Supervisor (Public Works), Buyer-Storekeeper (Public Works), Manager of Parks Services, Fire Chief, Deputy Fire Chief, Manager of Sustainability, Director of Financial Services, and the Chief Administrative Officer.

6. Green Fleet Purchasing Policy Worksheet

The attached Green Fleet Purchasing Policy Worksheet must be completed and submitted to the Green Fleet Review Committee before the purchase of any vehicle or equipment.

7. Exemptions

An exemption to the requirements of this policy may be granted by the Chief Administrative Officer, and on a case by case basis, under the following circumstances:

- i. The purchase of a vehicle or equipment that meets the requirements of the Green Fleet Purchasing Policy would significantly disrupt operations or reduce service levels.
- ii. That a life cycle cost analysis indicated that the incremental cost of purchasing a vehicle or equipment that meets the requirements of the Green Fleet Purchasing Policy cannot be recovered over the operating life of the vehicle or equipment through a reduction in fuel, maintenance, and other costs that could be incurred during the operating life of such vehicle or equipment.

In the case that an exemption is granted, the vehicle or equipment that is purchased shall meet the highest fuel efficiency and lowest GHG emission rating available for the type of vehicle or equipment specified, provided the cost of doing so is within a reasonable range to the cost of a comparable option with a higher GHG emission rating.

Esquimalt Green Fleet Purchasing Worksheet (Draft)

******This worksheet must be completed and submitted to the Green Fleet Review Committee before the purchase of any vehicle or equipment******

The following four tables are tools to guide decision-makers in implementing the Township of Esquimalt's Green Fleet Purchasing Policy. The arrangement of the tables and its criteria were developed based on the leading green fleet practices as it relates to the process of replacing and purchasing a new vehicle or equipment.

The decision making process of purchasing a new vehicle or equipment includes:

- Demonstrating the need for a vehicle or equipment to be replaced (Table 1: Replacement of Vehicle or Equipment);
- Reviewing whether an opportunity to replace the vehicle or equipment with an alternative other than purchasing a new vehicle or equipment exists, and if not, justifying why an alternative opportunity does not exist (Table 2: Alternative to Purchasing a Vehicle or Equipment);
- Examining the purchasing options based on its "green" merit (Table 3: Purchasing a "Green" Vehicle or Equipment);
- Evaluating the purchasing options based on the net present value of purchasing, operating, maintaining and disposing the vehicle or equipment over its entire operating life (Table 4: Life Cycle Cost Analysis); and
- Purchasing the most cost-effective "green" vehicle or equipment.

For clarification on the green fleet purchasing policy criteria or for assistance in completing this worksheet please refer to the Green Fleet Purchasing Policy; Green Fleet Program Action Plan; and or contact a member of the Green Fleet Review Committee.

BACKGROUND:

Department:

Description of the vehicle or equipment:

- a) What is its function?
 - b) How frequently is it used (please provide any historical information that is available)?
-

Table 1: Replacement of Vehicle or Equipment

Decision-Making Criteria	Results		
	Yes	No	Notes
Has the vehicle or equipment reached the end of its operating life?			
Does a life cycle cost analysis indicate that the economic and environmental cost of continuing to operate the vehicle or equipment is greater than its replacement?			

If any answer to the decision making criteria of whether a municipal vehicle or equipment needs to be replaced was “Yes” then continue to Table 2 to review alternatives to purchasing a new vehicle or equipment.

Table 2: Alternatives to Purchasing a Vehicle or Equipment

Decision-Making Criteria	Results		
	Yes	No	Notes
Can the vehicle or equipment be replaced or shared with another vehicle or equipment in the municipal fleet?			
Is it cost-effective to replace the vehicle or equipment with an alternative to purchasing? (rent, car share, walk, bike, bus, taxi, teleconference, etc)			

If the answers to the decision making criteria of whether an alternative to purchasing a vehicle or equipment exists were all “No” then continue to Table 3 to evaluate the “green” criteria among the purchasing options.

Table 3: Purchasing a “Green” Vehicle or Equipment

Decision-Making Criteria	Options		
	1	2	3...
Is the vehicle or equipment the smallest sized as is possible to complete its service delivery tasks? <ul style="list-style-type: none"> • Engine size • Vehicle weight • Average carrying capacity • Average passenger capacity 			

Decision-Making Criteria	Options		
	1	2	3...
<ul style="list-style-type: none"> Average terrain 			
Is the vehicle “best in class”?			
Does the vehicle or equipment use alternative technology? (hybrid, electric, hydrogen fuel cell, etc.)			
Can the vehicle or equipment use an alternative fuel without voiding the manufacturer’s warranty? If so, what type of alternative fuel and how high of a blend? (biodiesel, compressed natural gas, etc.)			
What is the vehicle or equipments fuel consumption? (based on its intended use – i.e. city driving)			
What are the vehicle or equipment’s emissions? (GHG, GHG equivalents, other pollutants)			
What additional “green” features does the vehicle or equipment include, which improves fuel-efficiency and reduces emissions? (LED lights, engine idling shut-off, etc)			

After answering the above questions on “green” purchasing of vehicle and equipment it should be clear which purchasing options have the smallest environmental impact. The answers from Table 3 will also assist in calculating life cycle costs in Table 4. A life cycle cost analysis should be completed for a minimum of 3 [three] purchasing options.

Table 4: Life Cycle Cost Analysis

Life Cycle Cost Criteria	Options		
	1	2	3...
Operating Life (in Years)			
Initial Purchasing Cost			
Fuel Costs			
Maintenance Costs			
Insurance Costs			
Carbon offsets Costs (based on GHG emissions)			
Residual Value			
Disposal Cost			
Net Present Value			

Notes: [provide explanation of any assumptions made in estimating costs above]

The vehicle or equipment purchasing option with the lowest net present value, while also offering the greatest reduction in GHG emission, will be the one purchased.

RECOMMENDATION:

✓reader
E: Marlene
✓Environ. Committee
Page 1 of 1

Kim Maddin

From: CGC - Denis Tanguay [contact@geo-exchange.ccsend.com] on behalf of CGC - Denis Tanguay [denis.tanguay@geo-exchange.ca]
Sent: April 7, 2010 09:15
To: Council
Subject: Important announcement regarding the ecoENERGY Retrofit - Homes program / Annonce importante concernant le programme écoÉNERGIE Rénovation - Maisons

Montreal, April 7th, 2010

Important announcement regarding the ecoENERGY Retrofit – Homes program
>>Click here to read the full press release

Montréal, 7 avril 2010

Annonce importante concernant le programme écoÉNERGIE Rénovation – Maisons
>>Cliquez ici pour lire le communiqué

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Canadian GeoExchange™ Coalition (CGC) / La Coalition canadienne de l'énergie géothermique (CCÉG) | 1030
Cherrier Street, Suite 405 | Montréal | Québec | H2L 1H9 | Canada



Home > Information center > Newsroom > Press releases

Important announcement regarding the ecoENERGY Retrofit – Homes program

The Canadian Government announced on March 31, 2010 that the **ecoENERGY Retrofit – Homes** program is no longer accepting bookings for pre-retrofit evaluations. This announcement means that all customers who do not have a pre-retrofit evaluation number with the letter "D" as of the announcement date will not be eligible to apply for a federal grant. Please read the full announcement at the end of this industry newsflash.

The announcement came as a big surprise to all of us. Such bad news at the very beginning of the 2010 construction season was not expected, particularly after reading the last Federal Budget and Speech from the Throne.

In the short term, there is not much we can do but continue to work diligently with customers to make sure those who are eligible will receive their grants. We therefore encourage CGC members and CGC qualified companies to continue their high quality work. Here are some recommendations as we move forward:

- Do not expose yourself to potential litigations. Do not make any promises about access to government grants. The recent announcement clearly shows that we are never sure when programs can be modified or eliminated.
- To avoid any confusion between customers and contractors, we invite all CGC members and CGC qualified companies to verify, before initiating any work, that their customers have received a pre-retrofit number and that a pre-retrofit evaluation has been performed. None of the work done prior to this evaluation is admissible for the federal grant.
- Encourage all customers who have completed a pre-retrofit evaluation to proceed with their energy upgrade earlier rather than later.
- Please complete the CGC system certification paperwork in a timely manner and forward to CGC as soon as possible. Do not wait until March 2011.
- Although the government announced that the program will be administered until March 31, 2011, keep in mind that they may decide, without notice and at any time, to stop processing grant applications.
- As best as possible, prioritize installations for customers who can apply for the federal grant. You want to avoid being short circuited by any further unforeseen announcement.

For more information please visit:

<http://oe.e.ncan.gc.ca/residential/personal/grants.cfm?attr=4> . We also invite you to read the "FAQ" section on this webpage.

At this time, CGC has not heard anything official about complementary programs from provincial governments and utilities. We therefore assume



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Important announcement regarding the ecoENERGY Retrofit – Homes program

April 7th, 2010

The Canadian Government announced on March 31, 2010 that the ecoENERGY Retrofit – Homes program is no longer accepting bookings for pre-retrofit...

NOVA SCOTIA COMMUNITY COLLEGE TO OFFER GEOEXCHANGE TRAINING

Montreal, February 19, 2010

The Canadian GeoExchange Coalition (CGC) is pleased to announce a Memorandum of Understanding (MOU) with Nova Scotia Community College (NSCC). As a...

LE COLLÈGE COMMUNAUTAIRE DU NOUVEAU-BRUNSWICK (CCNB) SIGNS PROVINCE-WIDE TRAINING AGREEMENT

Montreal, December 17, 2009

Montréal, December 16th, 2009 – The Canadian GeoExchange Coalition (CGC) is pleased to announce the signature of a Memorandum of...

CGC ONTARIO CAUCUS LAUNCHED TO ACCLAIM

Vaughan (Ontario), December 14th, 2009

GeoExchange Coalition (CGC) congratulated members in Ontario today on the official launch of a first-ever Ontario members Caucus. The event, attended...

2010 Training Dates for the CGC Global Quality GeoExchange Program®

Montréal, December 10, 2009

2010 Training Dates for the CGC Global Quality GeoExchange Program®

that it is business as usual as far as those other programs are concerned. You will be informed if and when we hear otherwise.

The Canadian GeoExchange™ Coalition acts as the industry catalyst to unite private and public sector stakeholders, and to expand the market for geoexchange™ technology in Canada. As the nexus of information, training, certification, industry standards and public awareness, CGC works with stakeholders to build the necessary infrastructure to foster the growth of the Canadian geoexchange™ industry. For more information, visit www.geo-exchange.ca

– 30 –

For inquiries, please contact: Denis Tanguay (514) 807-7559, extension 24

[Press Release issued by Natural Resources Canada]

Important Notice

March 31, 2010

Effective today, the ecoENERGY Retrofit – Homes program is no longer accepting bookings for pre-retrofit evaluations. The program will continue to be administered until March 31, 2011. If you have already booked an appointment for a pre-retrofit evaluation, have completed an evaluation or applied for re-entry to the program, you remain eligible to apply for a grant.

Deadline for Post-Retrofit Evaluation

It is suggested that you complete your energy upgrades well in advance to allow enough time for your post-retrofit evaluation, as all post-retrofit evaluations must be completed by March 31, 2011. Contact the energy advisor that is listed on your pre-retrofit evaluation report or contact a licensed service organization and provide them with your file number. For more information, refer to the questions and answers.


While the pre-retrofit assessment phase is now complete, homeowners will continue to undertake energy efficiency improvement work on their homes, which will increase the energy savings and greenhouse gas reductions already achieved by the program.

The Government of Canada will continue to process applications for the complementary programs already developed by most provinces and territories.

The Government of Canada continues to encourage homeowners to have home energy evaluations so that they can identify best opportunities for energy efficiency improvements, improve their home's energy performance and receive an EnerGuide rating label.

The Government of Canada will also continue to support other programs to help Canadians become more energy-efficient.

Related Downloads

 [Click here for the full press release \(40.94 Kb\)](#)