

**Environment and Sustainability Standing Committee
November 14, 2011**

TO: Chair and Members of Environment and Sustainability Standing Committee

SUBMITTED BY: 

Phil Townsend, Director, Planning & Infrastructure

DATE: October 14, 2011

SUBJECT: **Partnership Agreement: Clean Nova Scotia**

ORIGIN

- Corporate Greenhouse Gas (GHG) Emissions Reduction Plan
- Item 11.2.2 Regional Council, September 27, 2011

RECOMMENDATION

It is recommended that the Environment and Sustainability Standing Committee recommend Regional Council endorsement of a partnership agreement with Clean Nova Scotia (CNS) under the terms of reference outlined within this report.

BACKGROUND

Clean Nova Scotia

Clean Nova Scotia is a Society Registered in Nova Scotia as The Clean Nova Scotia Foundation.

Mission

Clean Nova Scotia seeks to create a cleaner, healthier environment by informing, enabling, and inspiring Nova Scotians to respect and consider the environment in all their choices.

Vision

The environment is the primary consideration for all Nova Scotians. Nova Scotia is a world leader in its relationship with and respect for the environment. Environment and sustainability are incorporated into all decisions, from individual behaviour to government policy and programs and business decisions.

Values

- We demonstrate integrity by being honest in our dealings with partners, the public and each other in all aspects of our work. We walk the walk.
- We develop new ways of influencing environmental change and anticipating new ways to take action. We seek creative and positive ways to express what is possible to help our province and planet. In this way, we exhibit innovation and leadership.
- By collaborating with a wide range of partners, we increase effectiveness. Partnerships ensure accountability and help create consensus.
- As we educate and communicate, we respect the viewpoints of stakeholders, experts, participants, funders and members.
- We seek to make our work available to and accessible by all Nova Scotians.
- By incorporating a sense of fun into what we do, we are better able to inspire. We are passionate about what we do, enjoy it and want to continue.

Strategic Goals

- Nova Scotia leads the country in reduction of fossil fuel use.
- Nova Scotians are actively seeking to reduce climate change.
- Nova Scotians are environmentally and scientifically literate.
- Nova Scotia leads the country in waste reduction and diversion.
- Nova Scotians protect and conserve their water resources.
- Our air is clean and healthy.
- Clean Nova Scotia's staff, operations and facility reflect our status as an environmental leader and model.
- Clean Nova Scotia offers quality work experience and training to Nova Scotia youth and underemployed.

Clean Nova Scotia is effective in part because they are independent, yet able to work with business, governments, and communities collaboratively and in a non-adversarial way. They are able to bring business, governments, institutions, communities and individuals together to work

toward a sustainable society. That means long-term protection of the environment, health, and economic viability. They implement programs that other organizations could or would not be able to undertake effectively. These programs will make a real difference toward sustainable long-term prosperity. Their strength is in finding solutions that fit the communities they are intended for by getting members of the communities involved in a meaningful manner at the early stages.

Corporate Greenhouse Gas Emissions Reduction Plan

In order to achieve the Corporate GHG Reduction Target of 30% below 2008 levels by 2020, Regional Council approved a plan to address three target areas: Buildings, Outdoor Lighting, and Vehicle Fleet. This report deals with the area related to Vehicle Fleet GHG Reduction measures.

In support of the Plan, Clean Nova Scotia provided Halifax Regional Municipality (HRM) with the report: Options for developing a HRM GHG Plan for non-Transit Vehicles up to 2020.

An overview of the proposed options is as follows:

- Driver Education
- Idle Reduction
- Speed Reduction
- Preventative Maintenance
- Green Procurement

The Proposal showed a 3-year project investment and order of magnitude savings. Projected paybacks are incredibly favourable.

Action	Order of Magnitude of Costs	Order of Magnitude of Cost Savings
1) 3-Year Driver Education Program	\$150,000-\$500,000 The program is scalable depending on the desired level of engagement. Costs above represent total costs over three years.	\$500,000-\$700,000 per year Payback period is likely less than a year, beginning after completion of the program.
2) Preventative Maintenance	\$26,000 Costs for training	\$250,000-500,000 per year
3) Procurement Planning	Will vary	Will vary

DISCUSSION

In 2012/2013, approximately \$266,000 (depending on actual interest rate savings) will be available in the Sustainable Communities Reserve (Q127) from that Green Municipal Fund program. The program is a low interest loan reinvestment agreement administered by the Federation of Canadian Municipalities Green Municipal Fund. Staff are recommending to use \$50,000 of that funding to establish a Partnership Agreement with Clean Nova Scotia for the implementation of part of the GHG Emissions Reduction Plan.

It would be expected that Clean Nova Scotia will be able to leverage the HRM investment into approximately \$250,000 to \$500,000 in funding and value from other programs such as Green Municipal Fund and NRCan. It should be noted that Clean Nova Scotia has delivered the DriveWiser and FleetWiser programs for NRCan for the past several years. HRM has probably received in the order of \$50,000 to \$100,000 in value for no cost to municipal taxpayers in participating in some of these Clean Nova Scotia programs.

The recommended principles of the Partnership Agreement are that:

1. Clean Nova Scotia shall solicit a variety of funding sources for implementation of Vehicle Fuel Efficiency programming for delivery to HRM fleet drivers.
2. The payment of \$50,000 to Clean Nova Scotia will be subject to a report to HRM Regional Council (expected in Spring or Summer of 2012), where Clean Nova Scotia will articulate the achieved funding levels and how it will offer a program for HRM.
3. Clean Nova Scotia will provide an annual report to Regional Council on progress around program implementation.

The benefit of developing this partnership agreement is that Clean Nova Scotia has the ability to leverage funding in ways that the municipality cannot, and by being a program delivery agency, their incentive is to deliver programs. HRM will not need to expend staff resources or consulting resources on designing programs, administering programs, or looking for programming for a small fleet. Clean Nova Scotia will use the HRM partnership agreement to add to its roster of clients which include government and private agencies. It is delivering programming for fleets across Nova Scotia.

The potential payback is less than one year and the ongoing savings are substantial.

BUDGET IMPLICATIONS

There is no impact to the 2011/2012 budget.

This Partnership Agreement, should Clean Nova Scotia achieve the funding of the various proposed programs through other agencies, would cost HRM \$50,000 in 2012/2013. This funding will come from the Sustainable Community Projects account D948, which will receive approximately \$266,000 of funding in 2012/2013 from the Sustainable Communities Reserve

(Q127), which is funded from the Green Municipal Fund program. The funding level is contingent on the interest savings on the low interest loan.

The potential annual savings, if the program is maximized, are in the order of \$500,000 per year by the end of the three year project. These savings would remain in Operating Business Unit accounts. It is unknown whether the savings will offset potential raising fuel prices.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

None

ALTERNATIVES

None

ATTACHMENTS

Attachment One: Letter from Clean Nova Scotia

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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October 12, 2011

RE: HRM Corporate Plan to Reduce GHG Emissions 2012-2020; non-transit fleet strategy

To whom it may concern,

Halifax Regional Municipality recently drafted its Corporate Plan to Reduce GHG Emissions 2012-2020 and is moving forward with program implementation of the non-transit fleet strategy. Designed in collaboration with Clean Nova Scotia (CNS), the non-transit fleet strategy is part of an ongoing effort toward improvements in vehicle fleet efficiency through programs such as *Drivewiser*, Idle-free initiatives, and most recently the *Fleetwiser* Program. With the actions presented below, HRM should be able to feasibly reduce emissions from its fleet by 33%.

The non-transit fleet strategy involves a 3-year driver education program, idle reduction, and speed reduction as main targets, along with preventative maintenance and ongoing procurement of more efficient vehicles and equipment. SEMO may have funds available to leverage towards opportunities such as the Federation of Canadian Municipalities Green Municipal Fund (FCM-GMF); an application will be submitted early December 2011. Clean Nova Scotia intends to combine multiple, similar municipal projects across Nova Scotia for GMF funding.

Clean Nova Scotia is a not-for-profit organization that encourages a cleaner, healthier environment through informing, enabling and inspiring Nova Scotians to consider the environment in all their choices. Clean Nova Scotia is proud to include programs such as *Drivewiser* and *Fleetwiser* whose main goals are to educate fleet personnel and members of the public about fuel management and provide practical solutions through buying, maintaining and driving with fuel efficiency in mind. As such, *Drivewiser* and *Fleetwiser* have concrete baseline knowledge and resources in place surrounding vehicle fleet efficiency.

Drivewiser has delivered education programs to over 20,000 Nova Scotians since 2006 on how to drive, maintain, and buy for fuel efficiency; meanwhile *Fleetwiser* has followed in its footsteps assisting municipal and utility fleets toward reductions in fuel consumption, emissions and business costs.

Fleetwiser targets vehicle efficiency on a management-systems level, addressing policy, vehicle and fuel tracking, preventative maintenance, and asset optimization. *Drivewiser* complements fleet management with practical and proven driver awareness initiatives such as idle-free campaigns, *Drivewiser 101* presentations, in-vehicle training, and follow-up surveys.

Following two NRCan Fuel Management 101 workshops with fleet personnel in 2009 and 2010, HRM continues to optimize its use of asset remote management systems (ARMS) such as automated vehicle location (AVL), idle reduction technologies, a Vehicle Right Sizing Filter and Life Cycle Analysis. Winter 2010, *Fleetwiser* initiated a vehicle heater pilot to reduce idling time in select HRM heavy duty vehicles.

Awarded funding will go toward the implementation of the following:

Driver Education:

- *Drivewiser 101* in-vehicle driver training consistently demonstrates an average of 10-15% fuel & emissions savings - and up to 45% savings, depending on individual driver habits. Combining effective trip/route planning choices with eco-driving techniques can boost fuel efficiency by 25-30%.

Idle Reduction:

- Idle-reduction alone achieves significant fuel and emissions savings, especially upon enforcement of idling policies and optimized use of available tools and equipment. Municipal vehicles typically idle 35-45% of operating time, meanwhile police vehicles idle 65-85% of operating time (Federation of Canadian Municipalities, 2010).

Speed Reduction:

- Fuel consumption increases by **10%** for every 10km/h increase over 90km/h; thus driving 120km/h consumes 30% more fuel than 90km/h. HRM is exploring the adoption of an internal speed reduction policy, such as a 90km/hr speed cap on highways.

Preventative Maintenance:

- Proper and proactive maintenance of every fleet vehicle is one of the most cost-effective ways to maximizing fuel efficiency.

Green Procurement:

- More efficient equipment, technology, and vehicles are available; add-on solutions will be matched to appropriate fleet vehicles and new equipment/vehicles will be acquired as replacements are necessary.