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New England and Eastern Canada

2004 Report Card on Climate Change Action



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*First Assessment of the Region's Progress
Towards Meeting the Goals of the New England
Governors / Eastern Canadian Premiers
Climate Change Action Plan of 2001*

June 2004

New England / Eastern Canada Climate Change Report Card Partners

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Report Written By: Jed Thorp, Clean Water Fund, Massachusetts

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June 2004

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Global Warming vs. Climate Change: What's the Difference?

For many years the term “global warming” has been used by scientists to describe the process of rising global temperatures due to heat-trapping greenhouse gas emissions. Now, however, scientists prefer to use the term "climate change" because, although overall global temperatures are predicted to increase between 1.4 and 5.8°C on average, in some local areas average temperatures are expected to actually decrease, reflecting general climate instability. Although the term “climate change” is the most scientifically accurate term, “global warming” is also often used throughout this report. It should be noted that both terms refer to the same problem.

Executive Summary

Introduction

In August of 2001, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) agreed to a comprehensive *Climate Change Action Plan* with the long-term goal of reducing greenhouse gas emissions in the region by 75-85%. As that plan accurately pointed out, “global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required.”¹ The Plan set the following goals:

- Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.
- Reduce regional GHG emissions by at least 10% below 1990 levels by 2020.
- Reduce regional GHG emissions by 75-85% in the long-term.

To achieve the short, medium and long-term goals of the *Climate Change Action Plan* the Governors and Premiers developed nine (9) “Action Items” to guide the actions and policies of the states and provinces in meeting those objectives. The Plan also sets the goal of establishing an “interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future emissions reduction goals.”

Therefore, the purpose of this Report Card is to evaluate the progress of each state and province towards meeting the regional emissions goals laid out in the Plan. To do this, we have evaluated the various jurisdictions on 8 of the 9 specific Action Items called for in the Plan, and have assigned a letter grade for each, as well as an overall grade for each state and province.²

¹ New England Governors / Eastern Canadian Premiers *Climate Change Action Plan* 2001. August 2001, page 1.

² *For the purpose of this Report Card, we chose to exclude Action Item 9 from the state and provincial grades. See page 19 for further explanation.*

As it is now 2004, and we are a third of the way towards the first goal set forth in the Plan, we thought it necessary and timely to assess the region’s progress. Furthermore, as the Plan calls for an assessment of the region’s progress in 2005, it is our hope that this Report Card – and future Report Cards - will contribute significantly to that assessment and prompt necessary action in a timely manner.

Key Findings

As this Report Card will highlight, there exists a wide range of variation among the states and provinces as to their activities to reduce greenhouse gas emissions in the region. Jurisdictions that are strong in some areas are weak in others. Likewise, there are some states and provinces that have made good overall progress, and others that have yet to show significant contribution to the regional reduction goals.

Areas That Need Improvement

I. Need for Current and Uniform Emissions Data Across the Region (Action Item 1)

One of the biggest challenges in conducting a thorough assessment of how well the region is doing in meeting the goals of the *NEG/ECP Climate Change Action Plan* is the lack of a comprehensive regional greenhouse gas emissions inventory. Although it is significant that the Governors and Premiers have set a short-term goal of reaching 1990 levels for greenhouse gas emissions by 2010, the lack of a uniform emissions inventory for all sectors in the region may make it impossible to gauge progress towards that goal until 2010 has passed. **The states and provinces in the region should collaborate to create a regional greenhouse gas emissions inventory that includes mandatory reporting from all sectors as soon as possible.** The states and provinces should also conduct a regional analysis that measures

emissions from the demand side to address the fact that although power plants, oil refineries, pulp mills, etc. may be located in one jurisdiction the primary market for what is being produced may be in another.

Many states in the northeastern U.S., including those in New England, are currently engaged in a collaborative effort to create a regional carbon “cap and trade” system for the utility sector. However, the specifics are still being developed, and much work still needs to be done to ensure that whatever system is agreed upon incorporates all of the concerns raised by the many environmental stakeholders.

II. States and Provinces Need to Draft and Release Comprehensive Climate Plans (Action Item 2)

One of the most important Action Items called for in the *NEG/ECP Climate Change Action Plan* is for each state and province to develop its own plan, programs and policies to reduce greenhouse gases. The creation and release of such plans is necessary for each state and province to begin contributing to the overall emissions reduction goals for the region.

Some states, such as Massachusetts and Connecticut recently released climate plans through the executive and legislative branches, respectively, with Rhode Island having finalized a non-binding plan in 2002. In Canada, the province of Quebec continues to follow a plan set forth in 2001 for the province, and is currently working to improve that plan. Meanwhile, other states and provinces in the region are in the process of developing plans that will hopefully be finalized soon.

Comprehensive climate action plans should be developed, released and then fully implemented for all states and provinces in the region. A good state or provincial plan will create a system for tracking greenhouse gas emissions from all sectors, and include mandatory reporting. To ensure that the plans

adequately represent the public interest, an open public stakeholder process should be part of the plan’s development. The plans should also contain specific and binding steps that will be taken to reduce greenhouse gas emissions, especially from the largest sources in the region such as the transportation and power sectors. Finally, the plans should be forward thinking by recognizing the need to begin taking steps now to eventually achieve the long-term goal of a 75-85% reduction in greenhouse gases in the region.

III. States and Provinces Need to Sufficiently Address the Largest Pollution Sources

In order to achieve the emissions goals set forth in the Plan, states and provinces will need to significantly reduce greenhouse gas emissions from the largest sources in their respective jurisdictions. Although variations exist between the various states and provinces, greenhouse gas emissions from the transportation sector and power generation sector represent the largest contributors to climate change in the region.

A. Transportation Sector (Action Item 8)

Reducing emissions from the transportation sector continues to be one of the most challenging, yet most important areas for governments to address. In several states and provinces, the transportation sector represents the single largest source of greenhouse gas emissions.

In short, for states and provinces to significantly reduce emissions from the transportation sector there are two policy paths that must be addressed as part of a comprehensive plan. **First, governments need to explore policy options that will increase the percentage of fuel-efficient and low emission vehicles in use.** Policy options to achieve this include adopting low emission vehicle standards, similar to the California LEV II standard, or the adoption of a “feebate” system to provide incentives for the purchase of fuel-efficient vehicles.

Secondly, states and provinces need to develop broad plans to reduce the number of vehicle miles traveled. This can be accomplished through the improvement and expansion of public transportation systems, as well as through comprehensive regional planning to reduce sprawl.

Where emissions from trucking are a significant proportion of transportation emissions, as is the case in eastern Canada, additional measures to shift freight from roads to rail and increase the use of biodiesel-blended fuels are essential.

B. Power Sector (Action Item 5)

Action Item 5 in the regional Plan sets a goal of reducing the amount of carbon dioxide emitted per megawatt hour of electricity in the region 20% by 2025. Like transportation, most states and provinces have struggled to adequately address this goal.

To achieve this goal, governments should work to improve the region's electricity fuel mix to include a much greater percentage of clean renewable energy sources as well as switch to lower carbon fuels that do not have other attendant health risks. States and provinces also need to develop plans and policies to reduce energy demand and usage through stronger building codes and standards, minimum energy efficiency standards for products, and aggressive energy conservation and efficiency programs.

IV. States and Provinces Need to Better Promote Public Awareness About Climate Change (Action Item 3)

The one Action Item from the regional Plan on which most states and provinces scored the lowest was in promoting public awareness about the problem, impacts and subsequent solutions to climate change. The *NEG/ECP Climate Change Action Plan* set a goal that "by 2005, the public in the region will be aware of the problems and the impacts of climate change and what actions

they can take at home and at work to reduce the release of greenhouse gases."³ Given the fact that it is already 2004, and little government action has taken place towards this goal, it will most likely not be achieved.

Recognizing that an adequate public understanding of the impacts of climate change is essential in building the political support for strong policy solutions, state and provincial governments should begin promoting public awareness immediately. Governments should develop comprehensive and coordinated education and outreach programs for schools, parks, government employees, industries, major energy users and the media to communicate why climate change is important to the public. States and provinces should also develop systems to measure the effectiveness of their public education efforts.

Conclusions

Although some significant progress has been made in the region, much more must be done by the governments to put the region on a path to actually meet the short, medium and - perhaps most importantly - long-term goals enunciated in the NEG/ECP Plan of 2001. The Plan commits the Governors and Premiers to undertake a planning process every five years, beginning in 2005, to ensure that the reduction targets reflect necessary action. To that end, action should be taken by the governments to ascribe a date to the long-term goal of reducing the region's greenhouse gas emissions by 75-85%. The Intergovernmental Panel on Climate Change has suggested that it is necessary to hit this target by mid-century in order to stabilize the planet's climate. With that in mind, **the Governors and Premiers should set a goal of reaching the 75-85% reduction target by the year 2050.** To achieve this, it is also necessary to set interim goals between 2020 and 2050 to ensure that necessary action takes place along the way.

³ New England Governors / Eastern Canadian Premiers Climate Change Action Plan 2001. August 2001, page 10.

Summary of the New England Governors / Eastern Canadian Premiers’ Climate Change Action Plan of August 2001

Background

In July of 2000, the Conference of New England Governors and Eastern Canadian Premiers (NEG/ECP) adopted Resolution 25-9 on global warming and its impacts on the environment. The NEG/ECP recognized that “global warming, given its harmful consequences to the environment and the economy, is a joint concern for which a regional approach to strategic action is required.” To that end, in August of 2001 the NEG/ECP adopted a Climate Change Action Plan that set regional greenhouse gas emission reduction goals and identified nine action steps that must be taken to achieve them.

Regional Goals

Short-Term: Reduce regional greenhouse gas (GHG) emissions to 1990 levels by 2010.

Mid- Term: Reduce regional GHG emissions by at least 10% below 1990 levels by 2020, and establish an interactive five-year process, commencing in 2005, to adjust the goals if necessary and set future reduction goals.

Long-term: Reduce regional GHG emissions sufficiently to eliminate any dangerous threat to the climate; current science suggests this will require reductions of 75-85% below current levels.

Action Steps Called for in the Climate Change Action Plan

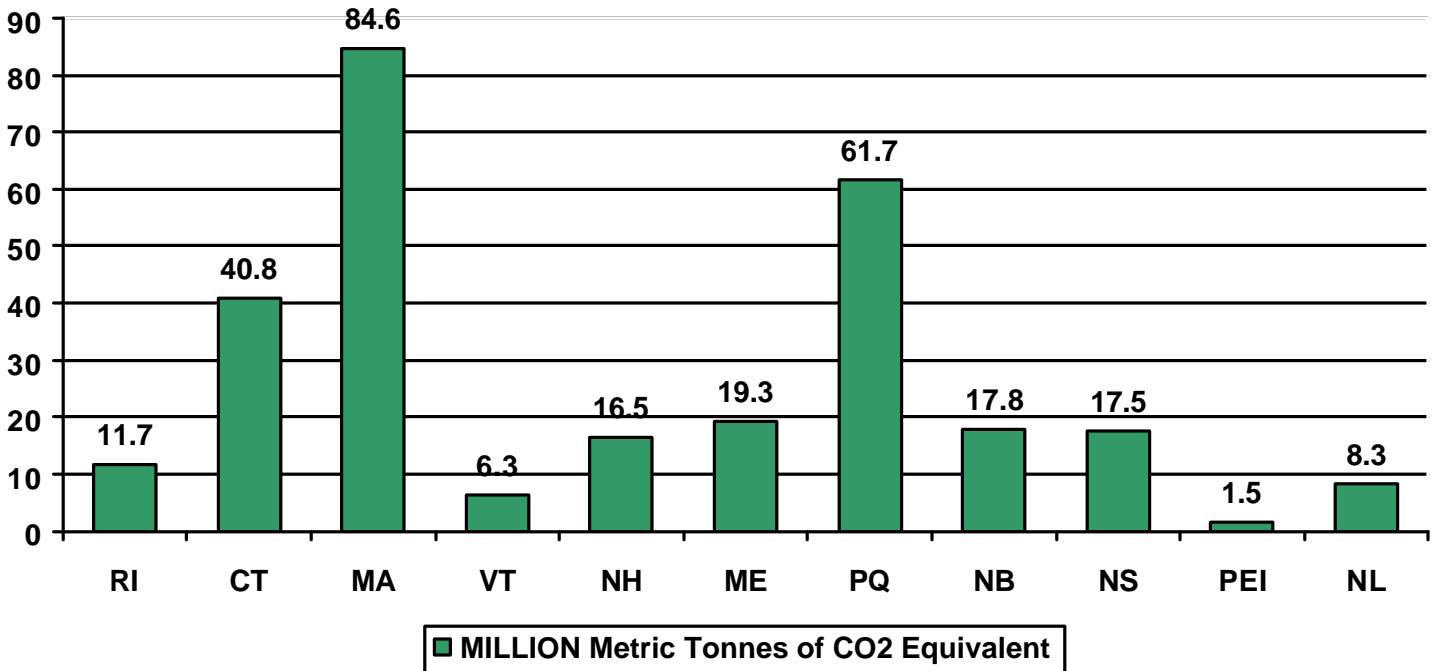
1. Establish a Regional Standardized GHG Emissions Inventory
2. Establish a Plan for Reducing GHG Emissions and Conserving Energy
3. Promotion of Public Awareness
4. State and Provincial Governments Lead by Example
5. Reduce GHG Emissions from the Electricity Sector
6. Reduce Total Energy Demand Through Conservation
7. Reduce and/or Adapt to Negative Social, Economic and Environmental Impacts of Climate Change
8. Decrease the Transportation Sector’s Growth in GHG Emissions
9. Create a Regional Emissions Registry and Explore a Trading Mechanism

***To view the complete Plan visit: <http://www.negc.org/documents/NEG-ECP%20CCAP.PDF>**

Overview of Regional Greenhouse Gas Emissions

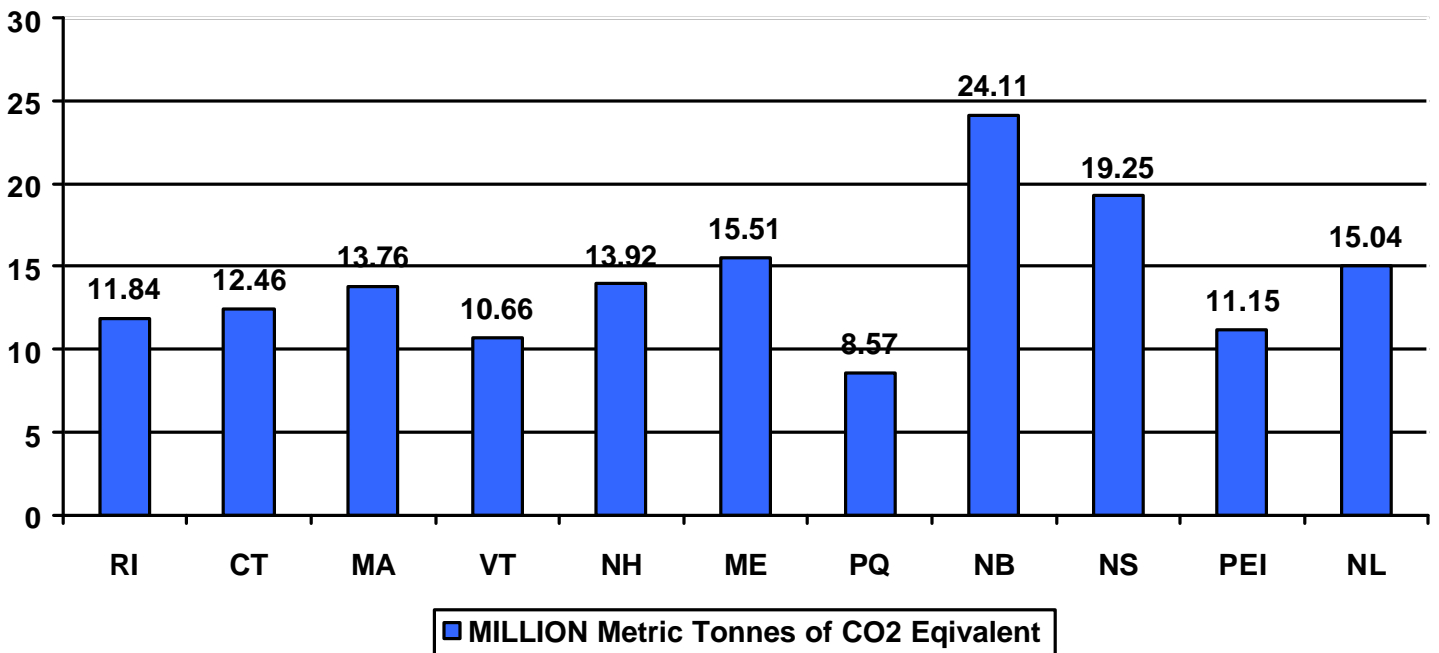
Greenhouse Gas Emissions

(Source: U.S. EPA and Environment Canada, 1997)



Per Capita Greenhouse Gas Emissions

(Source: U.S. EPA and Environment Canada, 1997)



Regional Summary of Report Card Grades

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been "graded" on their progress towards meeting the goals specified in the 2001 regional plan. The overall grades are as follows:

State / Province	Overall Grade
Connecticut	B-
Maine	C
Massachusetts	B-
New Hampshire	D+
Rhode Island	C-
Vermont	D+
New Brunswick	C-
Newfoundland and Labrador	C-
Nova Scotia	C-
Prince Edward Island	B-
Quebec	B-

As is evident in the chart above, some states have made more progress over the past three years than others. In the United States, both Massachusetts and Connecticut have drafted and released comprehensive climate action plans that will, once fully implemented, significantly reduce greenhouse gas emissions in their respective states. In Canada, Quebec has been a leader on climate action in the region with a plan in place since 2000 that is in the process of being improved. Prince Edward Island is also working under an existing climate plan and, as a small island, is uniquely motivated by the threat of sea level rise.

In the following pages, each state and province is given an overall grade as well as grades for their performance on 8 of the specific "Action Items" called for in the regional Climate Change Action Plan. The grades are followed by highlights of areas where the state or province has performed well and those areas that need improvement.

Connecticut

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region’s emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the “Action Items” specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B+
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B+
3. Promote Public Awareness	C
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	C
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	D
8. Reduce GHG from the Transportation Sector	C-
Overall Grade	B-

Progress Made Since 2001

- In 2003, Connecticut conducted a stakeholder process that included representatives from business, academia, government and non-profits and resulted in 55 greenhouse gas (GHG) emission-reducing recommendations, 52 of which were unanimously endorsed (the remaining three being nearly unanimous). If implemented these actions would achieve over 75% and 80% of the 2010 and 2020 targets respectively.
- As a first step, on March 9, 2004, Connecticut’s governor accepted 38 of the recommendations, expected to achieve over 50% of the reductions needed to reach the 2010 goal.
- April 2004, Governor Rowland signed Executive Order 32 committing the state to purchasing renewable energy for state facilities and universities with targets of 20% by 2010, 50% by 2020, and 100% by 2050.
- During the Feb-May 2004 legislative session, laws were passed to: 1.) Require on-going planning to create and implement GHG reduction plans to meet the short, mid and long-term goals (Senate Bill 595, AAC Climate Change), 2.) Adopt the CA Lev II Clean Cars Standard (Senate Bill 119, AAC Clean Cars), and 3.) Improve the energy efficiency of appliances (Senate Bill 145, AAC Energy Efficiency Standards).

Improvements Needed

- The climate plan must be further developed so that policies to fully meet the short, mid and long-term reduction goals are adopted, without promoting other harm (like nuclear energy).
- Funding must be allocated to implement recommended policies.
- Simple, available options like recycling and energy conservation were identified as two of the most effective measures. Connecticut did have one of the best conservation programs in the country, but the Conservation and Load Management Fund was raided during the 2003 legislative session losing 1/3 of its funding. This program and others like it must be restored and expanded.

Graders: Clean Water Action, (860-232-6232)

Climate Change Scorecard – 2004

Maine

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	C-
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	C
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	D
8. Reduce GHG from the Transportation Sector	D
Overall Grade	C

Progress Made Since 2001

- In 2003, Maine passed a "first in the nation" bill that sets goals in statute to reduce greenhouse gases statewide, creates a voluntary carbon reduction agreement program, requires mandatory reporting of greenhouse gases by large polluters, requires the State to create an inventory of its carbon emissions, and set in motion a stakeholder process for developing the Maine Climate Action Plan.
- Governor Baldacci demonstrated "leadership by example" by adopting two Executive Orders Greening the State Transportation Fleet, and Greening State Buildings; purchasing 50% of the State's electricity through "green" power; implementing energy efficiency measures for state facilities; hiring a Director of Energy Independence and Security to oversee all statewide energy policy; and creating a multi-agency Energy Resources Council that coordinates on state energy programs.
- In 2002, Maine switched management of electricity conservation programming to the Public Utilities Commission, which launched the "Efficiency Maine Program" that is providing services & incentives to reduce electricity use and demand.
- Maine has nearly finished its statewide greenhouse gas emissions inventory and has "broken new ground" in developing replicable models and methodologies for calculating forestry and agricultural sector emissions.

Improvements Needed

- Maine's DEP, when finalizing stakeholder recommendations for the Climate Action Plan, must ensure that it meets the reduction goals outlined in law – which may require including additional policy options that the stakeholders did not have time to fully consider.
- The State should develop specific plans to address emissions from transportation, such as adopting provisions requiring more hybrids and cleaner vehicles to be sold in Maine, reducing vehicle miles traveled through options such as pay-as-you-drive insurance, commuter choice & preferential parking.
- Since 2001, Maine emissions levels have increased in every sector, and the rate has not slowed.
- Important legislation that would have reduced global warming pollution, such as a new wind power generation goal and efficient appliance standards, stalled in 2004 legislative session.

Graders: Natural Resources Council of Maine, (207-622-3101)

Climate Change Scorecard – 2004

Massachusetts

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	C
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	B-
6. Reduce Total Energy Demand Through Conservation	B
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	D+
Overall Grade	B-

Progress Made Since 2001

- Massachusetts recently released a comprehensive Climate Protection Plan that - once fully implemented - will significantly reduce greenhouse gas emissions in the state.
- The state Plan contains some strong "lead by example" provisions, including requiring moderately fuel-efficient vehicles for the state fleet and possibly extending the required payback period for energy efficiency expenditures for state buildings from three years to ten.
- Within the Climate Protection Plan, the state has reaffirmed previous commitments to reduce carbon dioxide emissions from the largest emitters in the power sector.
- Massachusetts has existing legislation in place that requires the state to follow the California Low-Emission Vehicle II (CA LEV II) standards and to upgrade those standards when the California law is improved, including adoption of carbon tailpipe standards.

Improvements Needed

- The Massachusetts Climate Protection Plan is vague and unclear in many areas as to how certain goals will be achieved. The state needs to formalize many of the state Plan's commitments through specific policy changes or, where necessary, legislative action.
- The state has not made firm commitments to policies that will reduce vehicle miles traveled (VMTs) and improve miles per gallon. Policy options to achieve this could include increased funding for public transit, "pay-as-you-drive" insurance, a "feebate" related to GHG emissions, and steps to coordinate regional planning to reduce sprawl.
- Expansion of the RPS requirement to 20% clean energy by 2020, and adding a long-term purchase contract requirement would help to promote the development of new renewable energy sources in Massachusetts.
- The state should develop specific plans to increase the efficiency of natural gas and fuel oil through a system-benefit charge similar to that in the electricity sector.

Graders: Clean Water Action, (617-338-8131); MASSPIRG Education Fund, (617-292-4800); and the Massachusetts Climate Action Network (781-643-5911)

Climate Change Scorecard – 2004

New Hampshire

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	F
3. Promote Public Awareness	D+
4. Government Leads by Example	D+
5. Reduce GHG from the Electricity Sector	C-
6. Reduce Total Energy Demand Through Conservation	B-
7. Reduce / Adapt to Impacts of Climate Change	C+
8. Reduce GHG from the Transportation Sector	D
Overall Grade	D+

Progress Made Since 2001

- The NH legislature set a cap on carbon dioxide from the state's older fossil-fueled power plants, and is in the process of reducing the cap further.
- New Hampshire has in place an inventory of sources of greenhouse gas emissions that stacks up well against other state's efforts.
- Working with stakeholders and scientists, New Hampshire has completed a study detailing some of the local impacts climate change will have on the state's resources.
- New Hampshire maintains good programs for energy-saving retrofits to state buildings and providing incentives to utility customers to make energy efficiency improvements.

Improvements Needed

- Though the state completed a study in 2001 of the steps the government and citizenry could take to reduce carbon pollution, it did not include and does not anticipate producing a comprehensive plan identifying policies and timelines necessary to reach the regionally agreed goals.
- Greenhouse gas pollution from transportation soared over the last decade in NH, yet the state has done little adopt a clean cars standard or make meaningful investments in alternative transportation.
- The state is doing little to develop renewable energy, such as a utility renewable portfolio standard.
- Demonstrable leadership is needed by the Administration to make further progress in New Hampshire toward fulfilling the New England Governors' agreement.

Graders: Clean Water Action, (603-430-9565); and NHPIRG Education Fund (603-229-3222)

Climate Change Scorecard – 2004

Rhode Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B-
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	F
4. Government Leads by Example	D+
5. Reduce GHG from the Electricity Sector	C
6. Reduce Total Energy Demand Through Conservation	D
7. Reduce / Adapt to Impacts of Climate Change	D-
8. Reduce GHG from the Transportation Sector	D+
Overall Grade	C -

Progress Made Since 2001

- Rhode Island had a very inclusive and productive greenhouse gas stakeholder process that compiled a list of 44 consensus, 3 non-consensus, 3 regional and 2 priority study options for climate change emission-reducing options. In July of 2002 Rhode Island was the first state to release a Climate Change Action Plan.
- The 52 options, if fully implemented, will allow the state to meet its short to mid-term greenhouse gas reduction goals as set forth in the NEG/ECP Climate Change Action Plan.
- A tremendous amount of research was put into the options set forth to be sure of their efficacy.
- On March 31, 2004, the Governor announced that the State Energy Office would purchase renewable energy certificates (REC's) to generate 100% of the electricity used at the State House for 5 years.
- On May 5, 2004, the Governor expressed full support for and adopted the California LEV II Clean Car Standard.

Improvements Needed

- No mandate exists to adopt any or all of the 52 options that came from the stakeholder's process.
- A lack of funding exists in the state to allow for the continuation of the stakeholder process and implementation of statewide options.
- No state policy has been put in place to encourage or require the adoption of a renewable portfolio standard.
- Demonstrable leadership is needed by the Administration to make further progress in Rhode Island toward fulfilling the New England Governor's agreement.

Graders: Clean Water Action, (401-331-6972);
and RIPIRG Education Fund (401-421-6578)

Climate Change Scorecard – 2004

Vermont

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving the 9 "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	C
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	D
4. Government Leads by Example	B
5. Reduce GHG from the Electricity Sector	D
6. Reduce Total Energy Demand Through Conservation	D
7. Reduce / Adapt to Impacts of Climate Change	D
8. Reduce GHG from the Transportation Sector	C +
Overall Grade	D+

Progress Made Since 2001

- The Douglas administration intends to systematically change the way the state uses energy and consumes manmade and natural resources. The government's vision has four goals: reduce its environmental footprint, save money, improve local economy by purchasing locally produced goods and services and replicate lessons learned in other economic sectors.
- Governor Jim Douglas signed an executive order creating the Climate Neutral Working Group (CNWG) instructing the commissioners of the departments of Buildings and General Services, Environmental Conservation and Public Service to work on a climate change strategy.
- A communication channel has been established between all sectors and the CNWG. The commissioner of the Department of Buildings and General Services and his staff have played a positive leadership role helping close this feedback loop.

Improvements Needed

- By 8/04 the CNWG must release a comprehensive report describing future plans and progress to date. To achieve this goal, an increased level of coordination must occur between departments. To date, GHG and CO2 emissions are rising across all sectors; the report has to cover all Vermont's sources, not just the government sector.
- The CNWG has to proactively seek involvement of all local stakeholders to review the conclusions and recommendations of their report. A clear implementation strategy is fundamental.

Graders: Vermont Public Interest Research and Education Fund, (802-223-8421)

Climate Change Scorecard – 2004

New Brunswick

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	C
4. Government Leads by Example	C
5. Reduce GHG from the Electricity Sector	D
6. Reduce Total Energy Demand Through Conservation	D
7. Reduce / Adapt to Impacts of Climate Change	B
8. Reduce GHG from the Transportation Sector	D
Overall Grade	C-

Progress Made Since 2001

- New Brunswick is working on its plan to reduce greenhouse gas emissions following the release of a discussion paper, subsequent public consultations, and a series of stakeholder workshops. It has supported public awareness initiatives through the provincial Climate Change Hub and a \$500,000 investment in grassroots activities from the Environmental Trust Fund. It has a long-running successful initiative to increase the energy efficiency of government buildings.
- Commitments have been made to institute a renewable energy portfolio standard in New Brunswick's *Electricity Act* and to permit net metering. Three net metering pilot projects are under way, while the electrical utility has issued a request for proposal for up to 20 MW of wind generation.
- Considerable emphasis is being placed on addressing climate change impacts, particularly along New Brunswick's extensive coastline where a comprehensive examination of sea-level rise is being carried out in partnership with Environment Canada and academia. A coastal lands policy has been instituted in law to, in part, ensure that there is a substantial buffer between the shore and coastal development. Collaborative work is also under way with the Université de Moncton to examine the impacts of global warming on water quantity and quality.

Improvements Needed

- At the time of writing New Brunswick had yet to institute any new regulations, public investment, market mechanisms or other measures to actually reduce greenhouse gas emissions outside of government operations. On the contrary, decisions are being taken which will make it much more difficult for the Province to achieve its greenhouse gas reduction targets.
- For example, a 1000 Mw oil-fired power plant (representing 20% of the province's total GHG emissions) was refurbished to extend its operating life to 2030, and a new 450 MW coal-fired power plant is being considered for northern New Brunswick under contract to Hydro Québec.
- Commitments were made in New Brunswick's 2000 energy policy to increase energy efficiency, promote fuel switching away from electricity for home heating and encourage industrial cogeneration. Implementation strategies must be adopted.
- Little is being done to address transportation-related emissions. The Department of Transportation's mandate remains focused on highway construction and sees little role for itself in enhancing public transit, reducing private vehicle usage or influencing the energy efficiency of vehicles purchased. This must change.

Grader: Conservation Council of New Brunswick, (506-458-8747)

Climate Change Scorecard – 2004

Newfoundland & Labrador

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C
3. Promote Public Awareness	D+
4. Government Leads by Example	D+
5. Reduce GHG from the Electricity Sector	C-
6. Reduce Total Energy Demand Through Conservation	D+
7. Reduce / Adapt to Impacts of Climate Change	C-
8. Reduce GHG from the Transportation Sector	F
Overall Grade	C-

Progress Made Since 2001

- Planning: released a Climate Change Discussion Paper (June 2003) seeking public input.
- Public Education/Outreach: funds a Climate Change Education Centre to promote public outreach.
- Buildings: energy retrofits completed on a significant percentage of government buildings.
- Electricity: additional small hydro (70 MW), co-generation using wood waste (15 MW), and wind power pilot projects (emerging).
- *Noteworthy: NL provided significant funding for community-based delivery of EnerGuide for Houses until 2003*, achieving the 2nd highest energy evaluations per capita in Canada, and the highest proportion of rural evaluations in Canada. (* The program delivery agent ceased operation.)*

Improvements Needed

- Planning/Leadership: No provincial plan released – it is long overdue. Political leadership is needed to make climate change action a priority policy area.
- Public engagement: Little public engagement has occurred in developing a provincial plan. There is an opportunity to lever resources, input and buy-in from all sectors in shaping a provincial plan.
- Policies: Without a plan, there has been limited progress in adopting GHG-reducing policies.
- Electricity: Accelerate approvals/implementation of wind power pilots, and expand renewables.
- Conservation: NL has overlooked significant existing opportunities for energy conservation and efficiency strategies in all sectors (except government buildings) in favour of pursuing new energy supply. Leadership is needed to make conservation a key tool for reducing GHG emissions and strengthening the economy.
- Transportation: Progress in this high-emitting sector is lamentable. This should be a top priority area.

Grader: Bruce Pearce, Sierra Club of Canada – Atlantic Canada Chapter, (709-739-1665)

Climate Change Scorecard – 2004

Nova Scotia

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	B
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	C+
3. Promote Public Awareness	D
4. Government Leads by Example	C
5. Reduce GHG from the Electricity Sector	F
6. Reduce Total Energy Demand Through Conservation	C+
7. Reduce / Adapt to Impacts of Climate Change	C
8. Reduce GHG from the Transportation Sector	D
Overall Grade	C-

Progress Made Since 2001

- The provincial government has been working in cooperation with the Federal government to establish the national GHG inventory
- Nova Scotia's government is working to update its climate change plan (originally released in their 2001 Energy Strategy) to incorporate the action items from the NEG-ECP Climate Change Action Plan 2001.
- The government has provided funding for local environmental groups to launch several climate change programs related to transportation, public education and home energy efficiency.

Improvements Needed

- Although the province received a B for their inventory, this is largely because of initiative at the federal level. The government must improve its GHG inventory at the provincial level to keep it better up to date and publicly accessible. This will ensure that progress by sector can be better tracked in the future. Many NEG-ECP commitments could not be evaluated because current information is not available.
- Since over 40% of Nova Scotia's emissions are resultant from the electricity sector, the government must work with the electricity sector to decrease its share of the province's emissions. This must be accomplished by:
 1. Immediately switching to green power for its in-house uses.
 2. Ensuring an increasing percentage of electricity is generated via renewables (replacing current coal or fuel oil generation) to meet the electricity sector's portion of the NEG-ECP target.
- While municipal governments in Nova Scotia have worked to reduce transportation-related GHG emissions, the province must play a role to support these initiatives in the future. A sizable portion of fuel tax revenues should be earmarked for transportation programs (e.g. smart-fleets, tax rebates for hybrid/fuel efficient vehicles, and promotion of alternative fuels such as ethanol and biodiesel)

Graders: Ecology Action Centre (902-442-0199)

Climate Change Scorecard – 2004

Prince Edward Island

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B+
3. Promote Public Awareness	D
4. Government Leads by Example	C
5. Reduce GHG from the Electricity Sector	A
6. Reduce Total Energy Demand Through Conservation	C
7. Reduce / Adapt to Impacts of Climate Change	B
8. Reduce GHG from the Transportation Sector	D
Overall Grade	B-

Progress Made Since 2001

- In September 2001, 'Curbing Climate Change', a business plan developed by the PEI Department of Fisheries, Aquaculture & Environment and the Department of Development & Technology was released.
- In 2003, a new plan that focuses more on action and public outreach was completed. A stakeholder process will be invoked through public consultation with speakers from ENGOS before release this year.
- Five percent of PEI's electrical energy is now being supplied by renewable wind energy produced at the North Cape Wind Farm and the goal is to have fifteen percent supplied by 2010.
- Prince Edward Island's Rails to Trails project to convert unused railways into Island-wide walking and cycling paths has promoted non-fossil fuel forms of transportation and active living.

Improvements Needed

- The province must inform islanders of their environmental stewardship policies and develop a formal process to measure the tangible results of outreach.
- The province must promote and encourage Islanders and visitors to develop and use more fossil-fuel efficient transportation alternatives despite the provinces limitations in population and infrastructure.

Graders: Prince Edward Island ECO-NET (902-629-8413)

Climate Change Scorecard – 2004

Québec

In August 2001, the six New England Governors and five eastern Canadian Premiers committed the region to a Climate Change Action Plan with the eventual goal of reducing the region's emissions of climate change causing greenhouse gases by 75-85% below 2001 levels. Each state and province has been graded on their performance towards achieving 8 of the "Action Items" specifically called for in the Climate Change Action Plan.

Climate Change Action Item	Grade
1. Establish a Greenhouse Gas (GHG) Emissions Inventory	A
2. Establish and Release a Plan for Reducing GHG Emissions and Conserving Energy	B
3. Promote Public Awareness	B
4. Government Leads by Example	C+
5. Reduce GHG from the Electricity Sector	n/a
6. Reduce Total Energy Demand Through Conservation	C
7. Reduce / Adapt to Impacts of Climate Change	A
8. Reduce GHG from the Transportation Sector	C+
Overall Grade	B-

Progress Made Since 2001

- There has been - until recently – continued support for public awareness. All funding is now eliminated and the intentions of the government are unclear.
- The government is apparently working on a new action plan at this time but very little is known on when it will be released and what it will contain.
- Conservation programs are very successful. Very limited budget doesn't allow to harvest all or even a significant part of the potential.
- Québec has a very successful consortium of scientists working on climate change that allows a better understanding of its impacts and how to respond accordingly.
- There have been huge investments to get the Montréal subway to its northern suburb, which will hopefully bring reduced dependence on cars in this region.
- There was a pilot project to add biodiesel to the bus fuel in Montréal that was successful but that was not prolonged by the new government.

Improvements Needed

- Although Québec has historically not relied on fossil fuels for its energy, Hydro-Québec is doing anything they can to build a natural gas power plant that would significantly increase Québec's emissions. It is unclear whether they will succeed or not: the government has not yet made a decision.
- Sadly, except for the prolongation of the Montréal subway, there has been very insufficient support for public transit and prices are moving up quickly, especially in Montréal.
- Nothing was done by the government that took power last year, although a Parliamentary Commission on the implementation of the Kyoto Protocol was held in February 2003.

Grader: ENvironnement JEUnesse, (514-252-3016)

Methodology

For the purpose of this Report Card, individual state and provincial governments were graded against the commitments made in the New England Governors / Eastern Canadian Premiers (NEG/ECP) Climate Change Action Plan of 2001. The NEG/ECP Plan therefore provided us with a framework for analysis that could be relatively objective and applicable to each state and province in the region. (To view the complete NEG/ECP Plan, please visit: <http://www.negc.org/documents/NEG-ECP%20CCAP.PDF>)

For this initial Report Card, governments were graded against a “best case scenario” of where we thought the governments could reasonably be at this point in the regional Plan’s implementation. Therefore, to achieve an “A” grade for a particular section, states and provinces would not necessarily need to have fully met the goal enunciated in the regional Plan, but simply have done the best that is reasonably achievable at this juncture.

Each state and province was given a grade in eight different sections, which coincide with the first eight “*Action Items*” from the NEG/ECP climate plan. Those eight grades were then averaged to arrive at the overall state or provincial grade. (Note: no grades were given for state and provincial progress towards *Action Item 9: The Creation of a Regional Emissions Registry* as it was deemed too difficult to gauge individual state and provincial contribution to this cooperative goal.) Each *Action Item* from the NEG/ECP Plan was given equal weight in the grading process.

To arrive at the section grades for the various *Action Items*, a series of “sub-questions” was developed, based upon specific steps that were mentioned in the NEG/ECP Plan as potential steps that should be taken to achieve the goals of the 8 *Action Items*. A number score from 1 to 5 was then assigned to each of these “sub-questions,” with the “sub-questions” then used to determine the grade for that section. A score of 1 was an “F,” 2 a “D,” 3 a “C” and so on.

To obtain the information necessary to accurately score each section, the groups and individuals who conducted the scoring worked with a variety of entities in their respective states and provinces. Although this varied between the different jurisdictions, most of the grading was done with the help of executive branch staff, state and provincial environmental regulators, agency staff from the various energy, transportation, development and environmental agencies and other key individuals as appropriate. Every effort was made to gather the most thorough and current information regarding state and provincial efforts to reduce greenhouse gas emissions.

To obtain more detailed information on how the grading was conducted for a specific state or province, please contact the “graders” listed on the bottom of that state or provincial summary page, or contact:

United States: Jed Thorp, 617-338-8131

Canada: David Coon, 506-458-8747