

INDUSTRY **NEWS UPDATES** | MEMBER **BENEFITS** | UPCOMING **EVENTS** | AND **MORE**

APRIL 2022

connection

WWW.CEMASSOCIATION.CA

MESSAGE FROM THE PRESIDENT

JENNIFER STEWART

APRIL GOVERNMENT POLICY AND INDUSTRY UPDATES

ADVOCACY CORNER

SECTOR NEWS UPDATES



FULL MEMBERS



ASSOCIATE MEMBERS



PetroValue Group of Companies



CONNECTION CONTENTS

- 1** | **PRESIDENT'S CORNER**
 - 2** | **STAYING CONNECTED**
 - 3** | **GOVERNMENT POLICY UPDATES**
 - 7** | **ADVOCACY CORNER**
 - 9** | **NEWS UPDATES**
 - 15** | **THANKS TO OUR FRONTLINE WORKERS**
-

MISSION

CEMA's mission is to support and elevate Canada's small and medium-sized energy marketers, who are responsible for nearly 100,000 direct and indirect jobs across the country and are deeply committed to ensuring that innovative energy products, including low-carbon transportation solutions, are readily available to Canadian consumers.

CEMA ensures the voices of its membership are heard at all three levels of government in a fair, consistent and advocacy-first manner – members who include progressive leaders responsible for the distribution of diverse products like gasoline, diesel, heating oil, propane and aviation fuel, as well as low-carbon transportation energy solutions including renewable fuels and electric vehicle charging stations across a vast geography, to diverse industries, and to millions of Canadian consumers.



MESSAGE FROM THE PRESIDENT

JENNIFER STEWART | PRESIDENT & CEO

Dear Members,

For me, the highlight of this month was seeing so many of you at the 2022 Canadian Fuel Marketing Conference in Montreal. It was such a pleasure to connect in person, catching up with old friends and getting to know new ones. I also appreciated the chance to learn from the insights of the terrific lineup of speakers and exhibitors.

I'd like to take this opportunity to recognize the sponsors without whom the conference would not have been possible. My sincerest thanks to National Energy Equipment Inc., Gilbarco Veeder-Root, Waleco, Dover Fueling Solutions, Bulloch Technologies, Parkland, Valero, Airserv, Norcan, and Westcan Bulk Transport for your contributions.

Spring is also provincial budget season, and we will continue to keep a close eye on announcements across the country to ensure our Members are well positioned to thrive regardless of what changes may come.

As always, we are here to support you. Don't hesitate to reach out should you have any questions or concerns.

All the best,

Jennifer Stewart

President and CEO

Canadian Energy Marketers Association

STAYING CONNECTED

CEMA CONNECTION
2022 EVENTS, PODCASTS, WEBINARS

PODCAST: SEASON 2, EPISODE 5 ROAD CHATS NOW AVAILABLE

Join Janet Silver, Senior Director Advocacy and Communications at Syntax Strategic, and special guest Daniel Breton, President and CEO of Electric Mobility Canada, as they discuss the federal budget and Ottawa's greenhouse gas reduction plan for 2030. Daniel was a former Quebec Minister of the Environment. He has studied carbon management and written books on transportation electrification, climate change, air pollution and energy transition. Listen [here](#).

CEMA GOLF CHALLENGE SAVE THE DATE

September 26, 2022

You won't want to miss this great event at the stunning Glen Abbey Golf Club in Oakville, Ontario. Save the date – details are coming soon!

CEMA ON LINKEDIN

Follow [CEMA on LinkedIn](#) for the latest in energy policy, thought leadership, and content and event updates from membership and stakeholders.



GOVERNMENT POLICY AND INDUSTRY HIGHLIGHTS

This update serves as a recap and reference point for our members regarding the latest policy impacts on the energy market as well as industry trends. We will continue to monitor and communicate any policy changes directly to members as they happen.

NATIONAL POLICY & RESEARCH UPDATES

Climate change damage could cost Canada up to \$5.5 trillion by the end of the century: new ISF report

The Institute for Sustainable Finance's **latest study** examines how much capital output Canada will lose due to physical damages under different

warming scenarios by the end of the century. The study reveals that the physical damages can cost Canada significantly more than the cost to invest in the transition to a low-carbon economy. Costs are estimated from \$2.773 trillion under a 2°C warming scenario to almost double that amount at \$5.520 trillion under a 5°C ("Business As Usual") scenario. Read the full report [here](#).

Liberal climate plan looks to guarantee a carbon price, no matter who is in power

The federal government is **looking to provide** a guarantee of sorts for companies that want certainty that the carbon tax will climb to forecasted levels. The proposal was included in the new **emissions reductions plan** unveiled on March 29. It would provide a fixed carbon price over a time period, known as carbon contracts for differences (CCFD), which would "enshrine future price levels in contracts between the government and low-carbon project investors, thereby de-risking private sector low-carbon investments."

The Canadian Climate Institute's Independent Assessment: 2030 Emissions Reduction Plan

In response to the release of Canada's first Emissions Reduction Plan, the Canadian Climate Institute published an in-depth assessment, drawing on their expertise and independent modelling and

assumptions conducted with their partners at Navius Research. While the assessment demonstrates the 2030 Plan is comprehensive and credible, its success rests on how—and how quickly—policy is developed and implemented. Five critical areas of policy account for nearly two-thirds of the emissions reductions needed to meet the 2030 milestone. They include continued tightening of Canada's carbon pricing regime, an oil and gas cap, a Clean Electricity Standard, policies for land-use emissions reductions, and a strengthened Clean Fuel Standard. Read the [full report here](#).

Deloitte Canada report outlines pathway to scale sustainable aviation fuel in Canada

According to a new report by Deloitte Canada, in order for Canada to achieve its net-zero carbon emissions by 2050, it needs to take immediate action to decarbonize its economy, including hard-to-decarbonize industries, such as aviation. The report, [Reaching cruising altitude: A plan for scaling sustainable aviation fuel in Canada](#), explores ways to foster the use and production of Sustainable Aviation Fuel (SAF), while positioning Canada as a leader in clean energy.

Knowledge sharing, pilot project barriers and financial risk identified as main challenges for electrifying fleets, say industry experts

As the climate crisis continues to intensify, one of the powerful ways to mitigate emissions in the transportation sector is by converting light- and medium-duty vehicles to zero emissions. But for many fleet managers, the road to zero-emission vehicle (ZEV) adoption can be a daunting and challenging one. A [new report by Action Events](#), an initiative started by Electric Autonomy Canada, in partnership with Vision Mobility, recommends several actions both the industry and the government should undertake to help Canada's owners and managers looking at electrifying their fleets.

Three clean energy options that could help replace diesel

In remote communities across Canada, low-carbon power sources such as hydrogen, nuclear, and energy generated by movement in the ocean are being studied more closely. Each of these clean energy technologies are options under consideration as remote Indigenous communities further their

efforts to eliminate dependence on diesel power, [say researchers at the Pembina Institute](#). In their eighth publication in a series outlining the policies found in their [Renewables in Remote Communities \(RiRC\) program](#) and the [Indigenous Off-diesel Initiative \(IODI\)](#), the authors of this blog article consider three emerging clean energy technologies that are receiving the bulk of the attention: hydrogen, nuclear small modular reactors, and ocean energy.

PROVINCIAL & TERRITORIAL POLICY TRENDS

WESTERN REGION

Same game, new rules: How policy can unlock future-fit innovation in Alberta's hydrocarbon sectors

As international efforts to reduce emissions and adapt to climate impacts grow in ambition, the energy dialogue is now focused on actions to match the scale of the challenge. This includes the development of quantifiable criteria, tools, and frameworks to guide decision-making for climate-smart investment. The Smart Prosperity Institute has [released a report](#) that makes the case for future-fit hydrocarbons as a critical economic path forward for Canada that responds to the pressures now shaping energy investment, with the province of Alberta at the epicenter of this opportunity.

Vancouver proposes \$10,000 annual fee for gas stations without EV charging

A [policy proposed](#) by Vancouver city hall would charge gas stations and parking lots \$10,000 per year for failing to provide charging stations for electric vehicles at their facilities. The proposal is aimed at speeding up the rollout of EV charging stations across the city in the hopes of encouraging more people to buy electric vehicles. Businesses would have to make charging stations available in 2025 to avoid the increased license fee. Currently, the cost of a business license is \$263 for gas stations and \$163 for parking lots. Read more [here](#).

PRAIRIE REGION

Manitoba celebrates Snow Lake Lithium's study to establish strategically crucial plant in province

Snow Lake Lithium Ltd. has **commissioned a scoping study** to assess the proposed creation of a lithium hydroxide plant in South Manitoba. The study is a strategically important step towards creating North America's first fully renewable and fully electric, integrated lithium processing operation, which is crucial for the future of the electric vehicle industry. Starting this month, the scoping study will accelerate the company towards commercialized lithium production from both Snow Lake Lithium's mine and the proposed lithium hydroxide plant in CentrePort Canada in Southern Manitoba.

ATLANTIC CANADA

New EV chargers coming to New Brunswick

On March 29, the Honourable Jonathan Wilkinson, Minister of Natural Resources, **announced** a \$937,250 investment in NB Power to help support the installation of up to 107 EV chargers across New Brunswick. This investment, which will make EV charging more accessible to all, is funded through the Natural Resources Canada's **Zero-Emission Vehicle Infrastructure Program** (ZEVIP). The EV chargers will be installed in public places, multi-unit residential buildings, on streets, at workplaces or at facilities for servicing light-duty vehicle fleets by March 2024.

ONTARIO/QUEBEC REGION

Ontario publishes low-carbon hydrogen strategy to support growing sector

On April 7, 2022, the Government of Ontario published its first **Low-Carbon Hydrogen Strategy** (the Strategy), which sets out the province's vision and expectations for the growing hydrogen sector in the province. The Strategy includes a number of proposed actions to enable hydrogen production and expand the burgeoning low-carbon hydrogen economy, including launching innovative projects, identifying hydrogen hubs and proposing related changes to regulatory frameworks and policies. In Osler's Canada Energy Transition blog, **experts identify key takeaways** from the Strategy and discuss the implications for stakeholders.

New report aids municipal efforts to mandate EV readiness in residential buildings

In anticipation of electric vehicle adoption over the next decade, the building industry is one of several sectors **facing a major change** with industry stakeholders pushing to see regulations that require all new construction in Canada to be electric vehicle ready. **Clean Air Partnership** (CAP), with support from The Atmospheric Fund, released a study on April 4 for municipalities, developers, electrical designers, utilities and other stakeholders in Ontario to educate them on the costs of making parking in new construction EV ready and on the most cost-efficient design strategies. While focused specifically on the Greater Toronto-Hamilton Area, the report's findings are relevant for municipalities elsewhere that are contemplating the development of EV-ready bylaws for residential buildings.

GLOBAL RESEARCH TRENDS

Extract from a common kitchen spice could be key to greener, more efficient fuel cells

Researchers at the Clemson Nanomaterials Institute (CNI) and their collaborators from the Sri Sathya Sai Institute of Higher Learning (SSSIHL) in India discovered a novel way to combine curcumin – the substance in turmeric – and gold nanoparticles to create an electrode that requires 100 times less energy to efficiently convert ethanol into electricity. While the research team must do more testing, the discovery brings replacing hydrogen as a fuel cell feedstock one step closer. Read the story in *Science Daily* **here**.

Report: Green hydrogen is the best option to transition the shipping industry away from fossil fuels

A **new report**, titled "Future Maritime Fuels in the USA – the options and their potential pathways" discusses what alternative shipping fuels are already available and what a U.S. transition to those fuels would look like. The report was written by a team of experts at UMAS for Ocean Conservancy and undertakes research using models of the shipping system, shipping big data, and qualitative

and social sciences analysis of the policy and commercial structure of the shipping system. The report finds that hydrogen and ammonia are two fuels that both have the potential to power shipping vessels while emitting zero greenhouse gases, but when evaluated across their entire lifecycle of emissions, green hydrogen is the only option that can achieve the emissions reduction targets set forth in the Paris Agreement. Read more [here](#).

Alternative fuel and hybrid vehicle market to reach \$7.9B globally by 2030 at 34.5% CAGR: Allied Market Research

Allied Market Research recently published a report, titled, "[Alternative Fuel and Hybrid Vehicle Market](#) by Fuel Type (Hybrid Vehicles, Plugin Hybrid Vehicles, Battery Electric Vehicles, Others (Gaseous Fuels, Biofuels)), by Vehicle Type (Passenger Cars, Light Commercial Vehicles, Heavy Commercial Vehicles), by Vehicle Class (Economical Vehicles, Mid-priced Vehicles, Luxury Vehicles): Global Opportunity Analysis and Industry Forecast, 2020-2030." The report finds that the global alternative fuel and hybrid vehicle industry was pegged at \$352.0 billion in 2020, and is estimated to reach \$7,976.0 billion by 2030, growing at a CAGR of 34.5 per cent from 2021 to 2030.

China's emissions trading system will be the world's biggest climate policy

China's new emissions trading system (ETS) is already the world's largest carbon market, three times bigger than the European Union's. And China's ETS is about to grow 70 per cent under plans to add heavy industry and manufacturing, making it the single largest global climate policy, covering more emissions than the rest of the world's carbon markets put together. As the world's largest greenhouse gas emitter, the success or failure of China's ETS will help determine the future of climate change. However, the timing of the program's progression is uncertain, slowed by political and bureaucratic hurdles. Read more [here](#).

Earth Day – What's the state of China's energy transition?

China has set two major carbon emissions targets, the first of which is due to be reached in 2030. To achieve these goals, policymakers have created an overarching policy framework to guide China's

energy transition. As part of its decarbonization plan, China has announced several major renewable energy projects and is set to become the leader in renewable and clean energy by the end of the decade. At the same time, the country's growing energy demand puts it at odds with these commitments as the country continues to increase the output of coal to a stable power supply. This [article discusses](#) how far China has come on its road toward decarbonization and the challenges it still faces.

Purdue University study shows impact of Renewable Fuel Standard on biofuels production

Capturing the interactions between biofuels and agricultural industries and their connections with other economic activities was key to a first-of-its kind study. The [report](#), published in *Frontiers in Energy Research*, showed that the Renewable Fuels Standard played a critical role in reducing uncertainties in commodities markets. Read more [here](#).



ADVOCACY CORNER

The Advocacy Corner will be featured in the newsletter on a monthly basis. We will continue to monitor and track all policy-related issues that matter to you, our members, as Canada's 44th Parliament continues.

NO TIME TO SLOW DOWN

The last time we checked in, the Liberals and NDP had just set Ottawa ablaze by announcing a Supply and Confidence Agreement that should offer stability to the government through 2025. Since then, the government has released its 2030 Emissions Reduction Plan (ERP), approved the Bay du Nord oil project, and tabled its 2022 Budget detailing over \$30 billion in net new spending, including over \$9 billion to support initiatives to meet its ERP ambitions.

With just over 30 sitting days left, MPs are back in the House for a marathon sitting to close out the current session of Parliament as the government pushes its plan to address housing affordability, defend its plans to electrify the transportation sector, and pass key legislation.

Beyond passing the 2022 Budget, the immediate priorities of the Liberal to-do list will include passing Bill C-8, the Fall Economic Statement, and passing bills to strengthen the equality of Canada's official languages, enhance fairness in the digital-news marketplace, and eliminate minimum sentences for certain drug offences.

The takeaway? In politics, there's no time to slow down.

2030 Emissions Reduction Plan

The 2030 Emissions Reduction Plan gives us the first real glimpse of how the Liberals intend to meet their ambitious 2035 and 2050 climate targets. We now know that the government plans to reduce emissions by changing Canadian behaviours to shift more consumers over to zero-emission vehicles (ZEV); we know they'll also invest heavily in modernizing the electricity grid and retrofitting homes and large buildings; and we know that they will put a great deal of money into Carbon Capture, Utilization, and Storage.

But perhaps more important than what we do know is what we still don't know. For example, while we know that the federal government intends to impose a cap on oil and gas emissions, we don't yet have the details. But we've been told they'll come soon. And we've been told to expect that cap on the sector's emissions to be equal to or lower than 2021 or 2022 levels.

Meanwhile, we still await regional strategic initiatives to guide the transition of energy and transportation systems, and regulations on ZEV sales targets and what role existing retailers will play in ZEV charging over time.

A Note Regarding Government Budgets

It's budget season in Canada. Several provinces and the federal government have now tabled a budget, and by the time you're reading this the Ontario government will have done so as well.

The purpose of a budget – which is not necessary for the actual expenditure of public funds – is to communicate the government's vision to create better outcomes for citizens and drive conversations around its priorities.

So, while the federal government will hang its hat on over \$30 billion in net new spending, with over \$9 billion to tackle its climate and energy agenda, \$10 billion to tackle the housing crisis, and well over \$7 billion in new funding to better support public healthcare, what are they actually trying to achieve?

While Budget 2022 shows some restraint in comparison to past pandemic budgets, it nonetheless is framed to remind those on the political centre and left that the Liberals are the progressive option to form government, championing affordability by bringing in measures designed to make buying a house a reality for more first-time buyers, and by making dental care more accessible to poor and under-insured Canadians. They can adopt more progressive policies thanks to a shift in Conservative politics to embrace the right, allowing the Liberals to hold onto centrists while garnering support from more progressive voters.

A (Rare) Win for Oil and Gas

While the media and pundit class were focused on the Liberal-NDP Supply and Confidence Agreement and the pending federal budget that promised a significant increase in defence spending, the Liberal government quietly announced its approval of the Bay du Nord oil project off the coast of Newfoundland and Labrador.

Don't get us wrong, this was controversial – the proposal sat at cabinet committee for several weeks before a decision was made (and just barely approved, at that) – but it was an important if not savvy political decision by

the Liberal government that signals to industry that not all energy projects are dead on arrival.

In or Out

The race to become the next federal Conservative party leader continues, and candidates had to pay their full \$300,000 in fees this week to continue in the race.

We'll have plenty of time to consider the ability of each candidate to beat the Liberals in the next election (let alone each other in the race), but here are some key dates:

- April 29: the deadline to pay required fees
- May 11: the English-language debate in Edmonton
- May 25: the French-language debate in Montreal
- September 10: Conservative Leadership Convention

Until next time.



NEWS UPDATES

The following section is a summary of the top media headlines and coverage of key policy and issues impacting the transportation fuel marketing space. Please note that all orange text in the following section is hyperlinked. If viewing electronically, you can click to read full articles directly from the publication source.

GLOBAL

EUROPE RISKS RATIONING IF PUTIN CUTS OFF RUSSIAN GAS SUPPLY

The prospect of Europe getting cut off from Russian gas supplies is starting to get real. The clock is ticking in a standoff over the Kremlin's demand that its customers in Europe pay in rubles for the fuel, which the region depends on for a fifth of its power generation.

NETHERLANDS LOOKING TO END DEPENDENCE ON RUSSIAN OIL AND GAS BY YEAR-END

The Netherlands is planning to end its dependence on oil and gas from Russia by the end of this year, in response to the country's invasion of Ukraine. The Dutch government is focusing on increasing imports from other countries, as well as energy conservation and sustainability to replace the share of Russian gas.

TOYOTSU PERFORMS FIRST TRIAL IN JAPAN TO SUPPLY BIODIESEL FUELS TO SHIPS AT NAGOYA

Toyotsu Energy Corporation successfully performed a trial with a tugboat operated by Sanyo for ship-to-ship bunkering of marine biodiesel fuel at the Port of Nagoya. This was the first attempt to supply biofuel using ship-to-ship bunkering in Japan.

MALAYSIA URGES COUNTRIES TO PRIORITIZE FOOD OVER FUEL AS INDONESIA BANS PALM EXPORTS

Indonesia, the world's top producer and exporter of palm oil, sent shockwaves through the market when it announced it would impose a ban on exports starting April 28. It recommends that countries pause or slow use of edible oil as biofuel to ensure adequate supply for use in food.

NZ'S FIRST COMMERCIAL TRIAL OF HYDROGEN-POWERED VEHICLES

Toyota New Zealand is partnering with several other companies to roll out the country's first commercial trial of hydrogen-powered vehicles. The aim of the trial is to show the public that hydrogen is an energy source that can be used in New Zealand.

GM AND HONDA IN TALKS TO DEVELOP SOLID-STATE EV BATTERIES

General Motors Co. and Honda Motor Co. are in talks about expanding their electric-vehicle partnership to include developing solid-state batteries, which automakers are chasing because they have more power, lower cost and reduced risk of fire.

MOST OF THE EV INDUSTRY TO SHIFT TO 800 VOLTS BY 2025, REPORT SAYS

Most electric vehicles on sale today run on 400 volts, but that may change by the middle of the decade, according to one report. EVs that run on 800 volts, such as those currently offered by Audi and Porsche, have much higher charging speeds and lower charging times.

WHISKY GENERATES A LOT OF WASTE. IT COULD SOON HELP FUEL YOUR CAR

For every litre of whisky produced, there is a huge amount of waste, and one biofuel scientist has developed a fermentation process to transform whisky by-products into biochemicals that can replace some of the petrol and diesel used in cars.

UNITED STATES

WHITE HOUSE EYES EMISSIONS, FUEL PRICES AS CONGRESS FINALIZES SUPPLY CHAIN BILL

A \$6.4-billion multiyear program the U.S. Department of Transportation unveiled on April 21 aims to assist states with developing carbon reduction strategies, an effort by the administration to respond to climate change amid rising fuel prices.

PLUG POWER SNAGS WALMART FUEL DEAL AS GREEN HYDROGEN REVS UP AMID OIL PRICE SPIKE

Fuel cell maker Plug Power says it may have the biggest U.S. deal to date to supply carbon-free fuel to Walmart – coming as Russia's Ukraine invasion keeps oil prices high and international researchers call for faster action to cut greenhouse gas emissions.

CALIFORNIA ETHANOL + POWER TO BUILD FIRST SUGARCANE ETHANOL PLANT IN NORTH AMERICA

At a time when state and federal agencies are investing cap and trade funds to promote the "next big thing" in renewable biofuel, Sugar Valley Energy – North America's first sugarcane ethanol biorefinery project – stands quietly on the brink of a billion-dollar financing package.

BUILDING THE ELECTRIC-VEHICLE CHARGING INFRASTRUCTURE AMERICA NEEDS

McKinsey & Company describes seven principles that could help U.S. states and companies accelerate the buildout of EV charging stations across the country.

NEW BATTERY TECHNOLOGY KEY TO US ELECTRIC VEHICLE PUSH, EXPERTS SAY

The U.S. must proactively look ahead to the next generation of batteries — and the new mines, laboratories and refineries that will help develop them, experts told members of the House Science Committee at a field hearing in Chicago on April 21.

CANADA

CANOLA COUNCIL OF CANADA SAYS ADVANCED BIOFUELS A NEW OPPORTUNITY FOR GROWTH

Earlier this month the American Environmental Protection Agency (EPA) released a proposal which could open the export doors even wider for Canadian canola producers. The proposed plan would recognize renewable diesel and jet fuel made from canola oil as “advanced biofuels” under the U.S. Renewable Fuel Standard.

GOVERNMENT EXPANDING ELECTRIC VEHICLE REBATE PROGRAM TO INCLUDE TRUCKS, VANS, SUVS

The federal government is expanding its electric vehicle rebate program to include larger vehicles such as vans, SUVs and trucks which previously had not qualified. The program, launched in 2019, offers a \$5,000 rebate for fully electric vehicles and \$2,500 for hybrid vehicles.

CANADIAN EV SALES GREW IN 2021 BUT ARE NOT ON TRACK FOR FEDERAL TARGETS

Electric vehicle sales grew almost 60 per cent last year, but they need to pick up the pace even more to hit the new federal sales mandates expected by the end of this year. Statistics Canada released the latest quarterly data on new vehicle registrations April 21.

CANADIAN NGOS LAUNCH ELECTRIC SCHOOL BUS ALLIANCE TO ACCELERATE TRANSITION FROM DIESEL

A group of organizations from across Canada are coming together to form a new collective called the Canadian Electric School Bus Alliance that aims to distribute knowledge, influence policy and promote the uptake of electric school buses throughout the country.

TOYOTA ANNOUNCES CANADIAN PRICING FOR NEW BZ4X ALL-ELECTRIC SUV, DELIVERIES BEGIN IN JUNE

Toyota is bringing its first battery electric vehicle, the bZ4X SUV, to the Canadian market this spring at a wallet-friendly \$44,990 purchase price. The vehicle is the first to be launched under the bZ series. The name “bZ” stands for “Beyond Zero.”

ASPEN RULES OUT INSURANCE FOR TRANS MOUNTAIN PIPELINE

Specialty insurance and reinsurance firm Aspen Insurance has vowed to cut ties with the Canadian-owned Trans Mountain corporation’s tar sands pipeline when its current insurance policy expires this summer. Aspen joins 16 insurance companies that have either dropped Trans Mountain or vowed to rule out insuring the project.

WESTERN REGION

BC GREEN LIGHTS NEW LIQUID FUELS EXPORT TERMINAL

An \$885-million liquid fuels export terminal in Prince Rupert has gotten the green light from the B.C. Ministry of Environment. Should it get federal approval as well, it would be the second bulk fuels export terminal in the city. The Vopak Pacific Canada terminal would export propane as well as other liquid fuels, like diesel, gasoline and methanol.

TWO COMPANIES FUELLING B.C.’S HYDROGEN FUTURE

Two B.C. companies are advancing hydrogen-fuelling technology and creating new jobs with support from the CleanBC Go Electric Advanced Research and Commercialization (ARC) program.

Powertech Labs will receive \$394,201 in funding to support the rollout of hydrogen-fuelling stations, and HTEC will receive \$100,000 to develop a backup dispenser (BUD) for fuelling hydrogen EVs.

‘HYDROGEN FERVOUR’: THE TECHNOLOGY BREATHING HOPE INTO ALBERTA’S INDUSTRIAL HEARTLAND

In a region long reliant on oil and gas, a new fuel source is gaining traction, including with the Mayor of Edmonton, who says his city is ‘prepared to bend over backwards’ to bring clean hydrogen to fruition.

ONTARIO / QUÉBEC REGION

REFUEL ENERGY INC. ANNOUNCES PLANS FOR RENEWABLE FUEL FACILITY IN SOUTHERN ONTARIO

Refuel Energy Inc. announced April 19 that planning is underway for the construction of a 3000bpd renewable fuel plant in Southern Ontario. Planned feedstocks include a mix of waste fats, oils and greases, such as regionally sourced used cooking oil, animal fats and non-edible crop oils. If approved, production at the new facility would start in 2025.

AS ELECTRIC VEHICLE REBATES EXPAND, ONTARIO FALLS BEHIND

Currently five percent of all new vehicle sales in Canada are electric, but 80 per cent of all electric vehicles sold in Canada are sold in either Quebec or British Columbia. Both provinces have electric vehicle sales mandates and consumer rebate programs, which Ontario does not.

PROVINCE ANNOUNCES NORTHERN ONTARIO ELECTRIC VEHICLE INITIATIVE

Ontario announced on April 22 that EV research and development work will be shared between public and private partners in North Bay, Sault Ste. Marie, Greater Sudbury, Temiskaming Shores, Timmins, and Thunder Bay to advance technology and strengthen the critical minerals supply chain.

ATLANTIC REGION

NOVA SCOTIA TO INVOKE INTERRUPTER CLAUSE FOR DIESEL OIL, GAS PRICES WILL REMAIN THE SAME

Diesel prices in Nova Scotia were adjusted at midnight April 19 as the province's Utility and Review Board (NSUARB) invoked its interrupter clause. "This change is necessary due to significant shifts in the market price of diesel oil," the NSUARB wrote in a news release. The price of gasoline will not be affected by the clause.

BRAYA CEO EXPECTS INCREASED ACTIVITY AT COME BY CHANCE OIL REFINERY

Expect to see increased activity at the Come By Chance Oil Refinery this summer, as Braya Renewable Fuels ramps up work on converting the facility to a producer of renewable diesel and sustainable aviation fuel. Fuel production is expected late this year.

NORTHERN REGION

DEAL WILL TAKE MINERALS FROM NWT TO EUROPEAN ELECTRIC VEHICLES

A deal **announced last week** by Reuters will take minerals from the Nechalacho mine, east of Yellowknife, to a Saskatoon extraction facility, then a Norwegian supplier, and ultimately German auto parts firm Schaeffler. This is the first deal of its kind by a European automaker.





2022 Canadian Fuel Marketing Conference

PRESENTED BY



APRIL 11-13

WWW.CEMASSOCIATION.CA



Thank you for attending another successful
Canadian Fuel Marketing Conference

Proud Sponsors

**NATIONAL ENERGY
EQUIPMENT INC.**



**GILBARCO
VEEDER-ROOT**

1.866.574.5100

www.nee.ca

Email: info@nee.ca

2022 Canadian Fuel Marketing Conference

THANK YOU

TO OUR SPONSORS

DIAMOND SPONSOR | GALA EVENT SPONSOR



PLATINUM SPONSOR | WELCOME COCKTAIL EVENT SPONSOR



GOLD SPONSOR



BREAKFAST & LUNCH SPONSOR



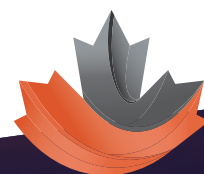
NETWORKING SPONSOR



PROGRAM SPONSOR



SPEAKER SPONSOR



CEMA

CANADIAN ENERGY MARKETERS ASSOCIATION

Canadian Energy Marketers Association | Connection 2022



CEMA Golf Challenge

SAVE THE DATE

SEPTEMBER 26, 2022

GLEN ABBEY GOLF CLUB • OAKVILLE, ONTARIO

Registration and sponsorship details coming soon!

**road
chats** 

Presented by:



Get to know leading companies and influencers from Canada's energy and convenience sector in the monthly podcast Road Chats.

SEASON 2, EPISODE 4

Janet E Silver

Senior Director, Advocacy
& Communications
Syntax Strategic

LISTEN NOW



WWW.CEMASSOCIATION.CA

THANK YOU TO ALL OUR FRONTLINE WORKERS!

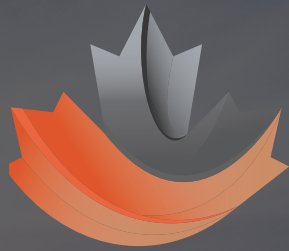
Being on the frontlines is not easy.
Your work and commitment matters
to your community.

On behalf of all our members, thank you.



CEMA

CANADIAN ENERGY MARKETERS ASSOCIATION



CEMA

CANADIAN ENERGY MARKETERS ASSOCIATION

We want to share the successes of our Members.
If you want to feature your company's recent
achievements, updates, or simply want to be
featured, please reach out to Jennifer Stewart at
jstewart@cemassociation.ca



Jennifer Stewart, *President and CEO*
jstewart@cemassociation.ca | Phone: 613.470.8555

WWW.CEMASSOCIATION.CA