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NOVEMBER 2022

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**GOVERNMENT POLICY
AND INDUSTRY UPDATES**

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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.

XERXES

BY SHAWCOR

UNDERGROUND STORAGE TANK SOLUTIONS

for ethanol and biofuel
applications

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With a fiberglass underground tank at the heart of the design, a Xerxes oil-water separator incorporates unique refinements within the vessel to create a separator that removes free-floating oils and settleable solids from oil-water mixtures.

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STAYING CONNECTED

CEMA CONNECTION
2022 EVENTS, PODCASTS, WEBINARS

SEASON 2, EPISODE 10 ROAD CHATS NOW AVAILABLE

In this episode of Road Chats, we talk to David Yager, who has spent the last 40 years working as a consultant and adviser in the oil and gas service industry. He is often called upon as an energy policy analyst and three years ago released a book titled "From Miracle to Menace – Alberta, A Carbon Story." David talks about the politics of the oil and gas industry and the way forward for this sector.

Listen [here](#).

SAVE THE DATE: 2023 CANADIAN ENERGY MARKETING CONFERENCE

April 17 – 19
Toronto, Ontario
Marriott Downtown at CF Toronto Eaton Centre

Details 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

Ottawa rolls out \$800 million in clean fuel funding

The federal government has **rolled out \$800 million for clean fuel projects** through Canada's Clean Fuels Fund, which was launched with the aim of increasing the production of clean fuels such as hydrogen, renewable diesel and natural gas, cellulosic ethanol, synthetic fuels and sustainable aviation fuel. Minister of Natural

Resources Jonathan Wilkinson also announced close to \$9 million through two federal programs to help build 10 hydrogen and natural gas refuelling stations in British Columbia, Alberta and Ontario.

Canada won't back call at COP27 to 'phase down' oil and gas production

Environment Minister Steven Guilbeault said **Canada would not agree to include language calling for the phaseout of all fossil fuels** in the final agreement at this year's United Nations climate talks in Egypt. The agreement from the UN conference in Scotland last year called for countries to move faster to get rid of coal-fired electricity plants that are not abated with technology to capture emissions. India pushed to add oil and gas to that paragraph in this year's final pact. Canada backed the coal language last year, but Guilbeault said it could not get behind adding oil and gas.

Emissions cap coming for Canadian oil and gas by end of 2023: minister

A cap on greenhouse gas emissions from Canada's oil and gas sector will be ready by the end of next year, Environment Minister **Steven Guilbeault said November 15**. In an interview from Egypt where he was attending the 27th installment of the United Nations climate talks, Guilbeault said the government is developing the regulations in "record time." The final regulations are now expected to come at least two years after the Liberals first promised the cap in their 2021 election campaign platform.

Canada to set up tax credits for clean tech, launch growth fund – hydrogen included

Canada will **introduce refundable tax credits** for clean technologies worth up to 30 per cent of investment costs in a bid to close competitive gaps with the United States, the government said. The clean-tech tax credits will be offered for investors in net-zero technologies, battery storage and clean hydrogen, according to the fall economic statement presented by Finance Minister Chrystia Freeland. It will also launch a growth fund of \$15 billion by the end of the year to help mitigate the risks private investors take on when investing in new technologies and infrastructure.

Capping energy sector emissions would cost the Canadian economy \$44.8 billion a year

A new study from the Montreal Economic Institute (MEI) describes how the federal government's proposal to cap the energy sector's greenhouse gas emissions **would cause substantial economic losses** without achieving any net reduction in global emissions. The authors state that our trading partners will turn to other producers should Canada no longer be able to meet their demand. They say the decline in production required to achieve the proposed target would cost the Canadian economy between \$44.8 billion and \$79.3 billion a year. The complete MEI publication is available [here](#).

Empty hydrogen strategies in transportation sector: a plan without projects

Canadian Urban Transit Research and Innovation Consortium President and CEO Josipa Petrunic says in a **Hill Times op-ed** there is no lack of demand for hydrogen in Canada's transit network, but there is a lack of provincial support for the kind of fuel needed to power public mobility. She says despite federal and municipal commitments to decarbonize transit fleets, hydrogen buses can't be deployed in most cities in Canada because provinces aren't putting in their fair share of hydrogen funding.

Biofuels continue to lead Canada's emissions reductions in transportation: report

Advanced Biofuels Canada (ABFC) **has released its annual Biofuels in Canada report**, which assesses the impact of Clean Fuel Regulations and fuel and carbon tax penalties on biofuels, and abatement costs. "With every annual update, this report's message rings more clear: advanced biofuels' GHG reductions will only grow and become more critical to Canada's

climate goals," stated ABFC president Ian Thomson. The full report and data tables are available [here](#).

PROVINCIAL & TERRITORIAL POLICY TRENDS

WESTERN REGION

Sonya Savage: Alberta is taking a seat at COP27 to help solve the global energy crisis

Alberta Minister of Environment and Protected Areas Sonya Savage writes in **this editorial** about her reasons for leading an Alberta delegation to the 2022 United Nations Climate Change conference in Egypt. She says her team was there to prevent the federal government from presenting a "one-sided narrative" at the global climate conference and to showcase the province's leadership on carbon capture and methane regulations.

Alberta government invests \$161M in clean hydrogen

Earlier in November, the **Alberta government announced** it was awarding \$161 million to a U.S.-based industrial gas company that's behind a new hydrogen facility northeast of Edmonton. The facility is designed to produce clean hydrogen using advanced natural gas conversion techniques and carbon capture utilization and storage technology to permanently store the resulting carbon dioxide. The money comes from the Alberta Petrochemical Incentive Program and a federal contribution of \$300 million through the Strategic Innovation Fund's Net Zero Accelerator Initiative.

Carbon capture & storage – Does the Alberta advantage need deeper tax credits?

CCS technology is now key to Alberta's hopes of aligning oil sands operations with Canada's current emissions reduction targets. But, **says energy professional Maureen McCall**, Alberta needs better federal tax measures or the U.S. will attract CCS capital away. She outlines several experts' opinions about what should be done to take full advantage of Alberta's CCS potential and notes there is no time to lose, as there were 25 new CCS proposals in the province last month alone.

PRAIRIE REGION

Manitoba open to shipping LNG through Churchill

Manitoba isn't shying away from the Hudson Bay Railway and Port of Churchill being used to ship energy from Alberta and Saskatchewan. On November 15, Premier Heather Stefanson **said at a news conference** that Manitoba has been in discussions with its neighbouring provinces about their interest in using the railway to transport liquefied natural gas. Before any deals are done, the 41 communities involved will be consulted, said Hudson Bay Railway CEO Mike Woelcke.

Sask. government sticking with 15 cent per litre fuel tax as affordability debate continues

The Government of Saskatchewan is **standing by its decision** not to remove or reduce the provincial fuel tax, as the debate around affordability continued in the legislature on November 17. Currently, the tax costs Saskatchewan residents an additional 15 cents per litre on gasoline and diesel fuel. The Saskatchewan Affordability Tax Credit (SATC) – which sent \$500 cheques out to residents – is the government's alternative to removing the fuel tax, according to Finance Minister Donna Harpauer.

Strengthening Saskatchewan's lithium industry

The **Government of Saskatchewan is expanding** both the Oil and Gas Processing Investment Incentive and the Saskatchewan Petroleum Innovation Incentive program to allow eligible lithium projects to be included. Saskatchewan's Growth Plan supports the transformation of the province's economy through innovation, technology and growth development of Saskatchewan's technology sector, including the development of the lithium sector and lithium extraction technologies.

ONTARIO/QUEBEC REGION

Ford announces one-year extension to gas and fuel tax cut in Ontario

Ontario is poised to extend the cut to its gas and fuel taxes for an additional year in response to cost-of-living challenges facing residents, **Premier Doug Ford announced** November 13. With the tax cut set to expire at the end of 2022, the Premier said the one-year extension is intended to provide "real relief" and support families struggling with the rising costs of gas and groceries amid high inflation.

Quebec economy minister confirms massive LNG project is dead

At COP27 in Egypt, Quebec's economy minister Pierre Fitzgibbon **confirmed** a massive LNG project in his province won't be revived, despite earlier reports it was again under consideration. Over a year ago the province rejected GNL Québec's \$14-billion proposal to build an LNG terminal at the Port of Saguenay to export gas from deposits in British Columbia and Alberta, citing environmental concerns. But, as Russia's invasion of Ukraine shook gas markets and German Chancellor Olaf Scholz prepared to visit Canada, plans began to swirl that the project could restart.

ATLANTIC CANADA

Federal carbon pricing to take effect in Nova Scotia, P.E.I and Newfoundland and Labrador

The **federal government will impose its fuel charge** — commonly called the carbon tax — on consumers in Nova Scotia, Prince Edward Island and Newfoundland and Labrador next July. Environment and Climate Change Minister Steven Guilbeault announced November 22 that Ottawa is imposing its federal carbon backstop on these provinces, which will join Alberta, Saskatchewan, Manitoba and Ontario under the federal backstop. New Brunswick, Quebec, the Northwest Territories and British Columbia will continue to oversee their own carbon pricing regimes.

Stranger than fiction? N.B. must pretend 2020 gas tax cut wasn't about carbon

Under the terms of the **deal that lets the province keep a 2020 cut to its gas tax**, New Brunswick officials have committed to pretend that something they bragged about less than three years ago never actually happened. In documents released to reporters, the province agrees to never acknowledge the gas tax cut was put in place to offset the impact of the carbon tax and is being funded with carbon tax revenue. Premier Blaine Higgs appeared to immediately breach that condition on the morning of November 23 but insisted the agreement only governs how the province refers to any future gas tax reductions.

N.B. consumers could pay more for gas to help companies comply with federal rules

Gasoline producers and retailers in New Brunswick will gain the ability to **try to convince regulators** to let them pass on the costs of federal emissions-reduction policies

to consumers. The Higgs government's legislation to change the price-setting formula for gasoline and other liquid fuels includes a clause creating a "cost of carbon adjustor" in the Energy and Utilities Board's formula. Once the bill becomes law, suppliers, wholesalers and retailers will be allowed to present evidence and make arguments that complying with the federal Clean Fuel Regulations carries extra costs.

NORTHERN CANADA

GNWT increases fuel prices in 10 NWT communities to reflect rising global fuel prices

Retail fuel prices in 10 NWT communities have been increased by the Government of the Northwest Territories, effective November 21. These price adjustments are the result of market volatility and global increases in the cost of petroleum products, as well as associated increased freight costs. The GNWT adjusts fuel prices at least twice per calendar year, after the summer barge resupply and after the winter road resupply. The GNWT is required, under the NWT Revolving Funds Act, to set retail fuel prices at amounts that recover the full laid-in cost of fuel.

GLOBAL RESEARCH TRENDS

Improving estimates of life-cycle emissions of low-carbon transportation fuels

Life cycle assessments of transportation fuels are valuable tools for measuring environmental impacts, but uncertainties remain in the models that are currently used, and further research should be conducted to strengthen their reliability, **says a new report from the National Academies of Sciences, Engineering, and Medicine**. The report recommends ways to improve models, increase reporting and transparency, perform targeted verification of emissions, and other avenues that will better inform policymaking for reducing greenhouse gas emissions from transportation fuels. Read the full report [here](#).

IRENA calls on global leaders to bridge renewables' deployment gap

Renewable Energy Targets in 2022: A guide to design, **released by the International Renewable Energy Agency at the UN Climate Change Conference**

COP27, assesses the level of renewable energy ambition in national climate pledges and benchmarks targets against the global climate goal of limiting temperature rise to 1.5 C. It clearly shows the collective level of energy transition ambition to date is not enough despite the Glasgow Climate Pact to upgrade 2030 targets in national pledges. Read the full report [here](#).

Biobased diesel fuels deliver major GHG emission reductions

Low-carbon renewable diesel and biodiesel fuels are delivering significant greenhouse gas (GHG) and other **emissions reductions** in California, and hold expanded opportunities for reducing carbon emissions from the trucking sector in other states. According to a **new GHG emissions inventory** released by the California Air Resources Board, renewable fuels like biodiesel and renewable diesel eliminated 15 million metric tons of CO₂ in 2020, the equivalent of taking more than 3 million passenger cars off the roads.

Concept paper outlines wealth of possibilities for hydrogen hub in the Pacific Northwest

The Pacific Northwest Hydrogen Association – a public-private partnership of tribal, labor, government, environmental and private sector hydrogen company leaders – has submitted a concept paper to the U.S. Department of Energy outlining the significant breadth and depth of possibilities for a hydrogen hub in the Pacific Northwest. The organization says the proposed Hub will provide reliable, cost-effective hydrogen gas storage and delivery capabilities as well as a valuable clean energy and fuel resource to users of diesel fuel. You can read the paper [here](#).

U.S. laboratories research biofuel solutions for different engine types

Biofuel is closer to becoming a cost-competitive, climate-friendly solution for slashing carbon emissions in cars and trucks, **according to two new studies**. In both studies, teams of scientists collaborated to identify promising fuels for different engine types. Researchers considered cost, environmental impact and potential for expanding to commercial markets. Results showed that biofuel combined with advanced engine design can reduce greenhouse gas emissions by roughly 60 per cent while improving fuel efficiency or reducing tailpipe emissions.

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, throughout Parliament's fall session.

The (re)Balancing Act

With world leaders and environmentalists descending upon Egypt for the COP27 climate change conference, an interesting balancing act emerged between two different Canadian Liberal governments.

For its part, the Newfoundland Liberal government changed its focus from last year's COP26 meeting – where it aggressively marketed the clean oil developed through its offshore industry – to marketing the blue economy and use of the ocean for carbon capture and storage purposes.

But while that provincial Liberal delegation focused elsewhere, the federal Liberal delegation was being criticized for suddenly signaling support for Canada's oil and gas sector.

First, the feds came under fire from environmental groups that don't want oil and gas stakeholders being included in conversations about social impact and the environment. Next, the Canadian delegation was heavily criticized for refusing to agree to the addition of language calling for fossil fuels to be phased out to the final conference communique. The Canadian delegation stood by this refusal despite objections from major economic allies such as the European Union and the United States.

Canada instead backed regulatory and technological solutions to climate change, urging other countries to adopt carbon pricing as a key element of their own climate strategies.

(Carbon) Price Squeeze

With no sign of relief at the pumps for consumers,

affordability continues to dominate the debate and will no doubt remain the subject of conversation for Canadians around the holidays.

The Liberals will continue full steam ahead with their pledge to put more money into the pockets of Canadians, notably through the temporary increase to the GST benefit and the temporary housing benefit, as well as their plan to make dental care more affordable for low-income families.

But a new initiative has emerged for the Liberals, a solution for Canadians struggling to pay their home heating bills. Minister Sean Fraser announced the Oil to Heat Pump Affordability Grant as a way to help low and median income households save between \$1,500 and \$4,700 a year on energy bills.

Meanwhile, the federal Conservatives will hope that the carbon tax is the gift that keeps on giving in their crusade against a prime minister they charge with “increasing the cost on everything” and as being a primary cause for the “Justinflation” picking at the pockets of Canadians across the country. Provincially, the Ontario Progressive Conservatives are countering higher energy prices and inflation by extending a gas tax holiday of 5.7 cents a litre until December 31, 2023.

Race to the Finish

With only two more full weeks of sitting before the House of Commons breaks for the holidays, Members of Parliament (MPs) are locked in a battle over the government’s affordability agenda. From the floor of the House of Commons to committees, opposition parties are doing everything to delay and obstruct the government’s ability to deliver on its affordability promises. The centerpiece of this obstruction is a Conservative plan to undertake detailed and lengthy studies about measures outlined in the Fall Economic Statement and debate federal assistance for various natural resources industries. The Liberal government’s coalition with the NDP will ensure this obstruction is only temporary.

But it’s not just what’s happening on Parliament Hill that has caught attention of political observers. The Liberals and Conservatives have both confirmed operational details that indicate the parties are preparing for a spring election next year. Specifically, the Liberals recently announced

conditions that incumbent MPs must meet in order to avoid open nominations at the local level. Open nominations typically only occur when a party does not control the seat in the House of Commons.

But before we definitely conclude that there will be an election next year, all eyes will be on an Ontario by-election for Mississauga–Lakeshore being held on December 12. This riding is what political insiders call a target seat, winnable for both Conservatives and Liberals and essential to forming government. Will voters punish the Liberals for poor economic management or continue to punish Conservatives for failing to align with centrist values? Stay tuned. If Justin Trudeau is victorious, that federal election could indeed be right around the corner next year.



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

[OPEC+ EYES OUTPUT INCREASE AHEAD OF RESTRICTIONS ON RUSSIAN OIL](#)

OPEC oil producers are discussing an output increase to keep energy flowing amid new attempts to blunt Russia's oil industry over the Ukraine war. A production increase of up to 500,000 barrels a day is now under discussion for OPEC+'s December 4 meeting, delegates said.

[OPEC CUTS OIL DEMAND GROWTH FORECAST AGAIN AS ECONOMIC CHALLENGES MOUNT](#)

OPEC on November 14 cut its forecast for 2022 global oil demand growth for a fifth time since April and also trimmed next year's figure, citing mounting economic challenges including high inflation and rising interest rates.

[‘BRIDGE FUEL’ OR CLIMATE VILLAIN? NATURAL GAS IN THE SPOTLIGHT AT COP27](#)

Natural gas – once seen as a low-emitting fuel able to act as a stopgap until more renewable sources of energy could be developed — took heat at this year's U.N. COP27 climate summit in Sharm el-Sheikh, Egypt, and that has implications for Canada's energy sector.

[DIESEL DEMAND DESTRUCTION STARTING TO LOOK INEVITABLE, INTERNATIONAL AGENCY SAYS](#)

Unprecedented diesel prices mean that demand destruction for the fuel is probable, the International Energy Agency said. Both the outright price of the fuel and its trading level relative to crude oil rose to record highs in October.

THE WORLD WILL NEVER AGREE TO PHASE OUT PETROLEUM. AND THAT'S OK

At COP27, world leaders failed to come to an agreement to stop burning fossil fuels. Bloomberg columnist David Fickling says this isn't necessarily a problem. He says economics are driving consumers toward low-carbon alternatives even without political agreements.

FEDEX EXPRESS EUROPE DEBUTS RENEWABLE DIESEL IN NETHERLANDS LINEHAUL OPERATION

In a "small-scale" experiment, FedEx Express Europe began using renewable diesel in its heavyweight, long-distance fleet in Duiven, Netherlands earlier this month. The fuel is derived from organic matter or waste materials.

UNITED STATES

EPA FLOATS SHARPLY INCREASED SOCIAL COST OF CARBON

The EPA has proposed a new estimate for the social cost of carbon emissions, nearly quadrupling an interim figure that has already drawn legal challenges. The higher price tag could make it more difficult to justify activities that produce greenhouse gases.

EPA: 1.81 BILLION RINS GENERATED IN OCTOBER

The U.S. EPA on November 17 released data showing nearly 1.81 billion renewable identification numbers were generated under the Renewable Fuel Standard in October, up from 1.71 billion generated during the same month of last year.

WHITE HOUSE ENDORSES GLOBAL PUSH FOR RENEWABLE FUELS IN TRUCKS AND BUSES

The Biden administration has endorsed an international plan to slash climate emissions from trucks and buses by requiring the sale of renewable-fuel vehicles. This closely follows a proposal to require major federal contractors to publicly disclose their greenhouse gas emissions and set emissions reduction targets.

BIDEN ADMINISTRATION APPROVES OIL EXPORT TERMINAL IN THE GULF OF MEXICO

The Department of Transportation's Maritime Administration on November 22 approved a proposed oil export terminal offshore Freeport, Texas despite environmental and public health concerns. Critics say this move clashes with Biden's climate agenda.

HOW THE U.S. BECAME A GLOBAL LEADER IN LNG – AND WHY CANADA HAS FALLEN BEHIND

American LNG activity has ramped up as Europe scrambles to reduce its dependence on natural gas from Russia. The boom along the Gulf Coast stands in stark contrast to an LNG industry in Canada that finds itself stuck in a holding pattern.

CANADA

PATHWAYS ALLIANCE FOCUSES ON SUITE OF TECHNOLOGIES TO ADVANCE NET-ZERO PLAN

The Pathways Alliance, representing Canada's largest oil sands producers, released additional details at COP27 in Egypt on plans to progress innovative technologies to reduce emissions, as part of its unprecedented multi-phased plan to achieve the goal of net zero by 2050.

CANADA LAUNCHES GROUP TO LOBBY FOR MORE COUNTRIES TO USE CARBON PRICING

Canada issued a challenge to the rest of the world at the COP 27 climate talks in Egypt to expand the use of carbon pricing in the fight against greenhouse gas emissions. The goal is to triple carbon pricing coverage from 20 per cent of global emissions to 60 per cent in eight years.

ENBRIDGE RATONS CANADA PIPELINE SPACE, ADDING TO OIL HEADWINDS

Enbridge Inc., the world's largest oil export pipeline system operator, is cutting supply on its key Canada line, adding yet another headwind for oil producers. Pipeline apportionment has previously led to large discounts for Canada's crude oil and now threatens already weak oil prices.

WESTERN REGION

UNDER PRESSURE: WHAT'S WEIGHING ON CANADIAN HEAVY CRUDE?

Canada's benchmark heavy crude, Western Canada Select, is trading at a steep discount to West Texas Intermediate after weakening sharply last month and is expected to remain subdued well into next year. A number of factors are to blame.

LAFARGE CANADA PARTNERS WITH 4REFUEL FOR R50 RENEWABLE DIESEL

Lafarge Canada has announced a partnership with 4Refuel to supply 50 per cent renewable diesel for its diesel equipment fleet in the Greater Vancouver Area. Lafarge's area aggregate, ready-mix, asphalt and construction sites introduced the use of R50 as of October 1.

OIL INDUSTRY BOOMING, BUT PROFITS AREN'T STAYING IN ALBERTA LIKE THEY USED TO

Despite record profits in Alberta's oil and gas industry, reinvestments in the province's economy are a fraction of what they were during the last boom. According to the ARC Energy Research Institute, a larger proportion of revenues is being returned to shareholders, the majority of whom are not Canadian.

PRAIRIE REGION

GREEN HYDROGEN DEAL IS FIRST OF ITS KIND IN MANITOBA

Selkirk has finalized a lease agreement with the Charbone Hydrogen Corporation that will see a facility built on city land to produce and distribute green hydrogen. Several major centres in the province are considering the future use of green hydrogen to fuel public transit.

ONTARIO / QUÉBEC REGION

GM SECURES NICKEL FOR EV RAMP-UP FROM VALE'S NEW QUEBEC BATTERY VALLEY FACTORY

GM and Vale announced that they have come to an agreement for the former to get a significant part of the nickel sulfate that Vale plans to produce at its upcoming new Quebec Battery Valley factory just outside of Trois-Rivières. Delivery is expected to begin in 2026.

FORMER JUVENILE JAIL IN LONDON TO BE DEMOLISHED TO MAKE WAY FOR HYDROGEN PLANT

The demolition of London's former Bluewater Juvenile Detention Centre will begin soon to make way for a hydrogen production facility. Carlsun Energy has signed a letter of intent with Central Huron to make hydrogen on the site, which has sat vacant since May 2012.

POLL: 54% OF QUEBECERS IN FAVOUR OF DEVELOPING THE PROVINCE'S OWN OIL RESOURCES

A majority of Quebecers support the development of a local energy sector, according to an IPSOS poll commissioned by the Montreal Economic Institute and published November 23. According to the poll, 54 per cent are in favour of developing the province's oil resources.

ATLANTIC REGION

EQUINOR'S CANADA DRILLING CAMPAIGN FIZZLES OUT

Norwegian company Equinor's just-completed two-well exploration and appraisal campaign offshore eastern Canada has been a major disappointment. The closely watched wells in Newfoundland and Labrador fell short of expectations amid technical challenges.

THE HIGH COST OF FUEL IS PROMPTING LIFESTYLE SHIFTS AMONG NEWFOUNDLAND AND LABRADORIANS

The price of gas has increased 17 per cent in St. John's in the last year, despite the provincial government lowering its tax on gas and diesel by seven cents per litre, a move that has been extended to March 31, 2023. NDP Interim Leader Jim Dinn said inflation is forcing people to make impossible choices.

NORTHERN REGION

LIMITED TRANSPORTATION INFRASTRUCTURE FACING THREATS IN THE NORTH

Many northern communities and mining operations rely on winter roads for annual supplies of fuel, construction materials and other goods too expensive to transport by air. Climate change is making ice travel less predictable and reliable.

AFFINITY NORTH LOOKS TO ADVANCE INDIGENOUS LEADERSHIP IN THE ENERGY SECTOR

Yukon MP Brendan Hanley announced a grant of \$164,000 for Affinity North to establish a negotiations program that will seek to advance Indigenous leadership in the energy sector through workshops and dialogue with key First Nations leaders, lawyers and negotiators.

road chats

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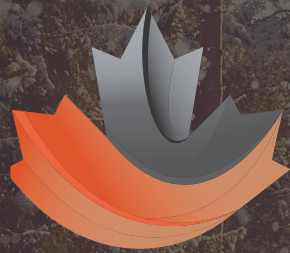
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