

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

SEPTEMBER 2023

# connection

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## MESSAGE FROM THE PRESIDENT

JENNIFER STEWART

## GOVERNMENT POLICY AND INDUSTRY UPDATES

## ADVOCACY CORNER

## SECTOR NEWS UPDATES



FULL MEMBERS



ASSOCIATE MEMBERS



PetroValue Group of Companies



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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.

# MESSAGE FROM THE PRESIDENT



JENNIFER STEWART | PRESIDENT & CEO

**Dear Members,**

Thank you to everyone who joined us at the Glen Abbey Golf Club for our annual golf challenge. I am already looking forward to connecting with our eastern Members next month in Halifax.

It has been a busy September for CEMA with the return of the House of Commons and provincial and territorial legislatures around the country.

CEMA is focused on continuing to build relationships with Pierre Poilievre's senior advisors and influential MPs surrounding the Conservative leader. In the weeks and months ahead, our team will meet with government stakeholders to advocate for commitments to tax policy consultations that we believe will favour our Members. We will also be undertaking several initiatives to support national efforts by politicians of all political stripes to end the carbon tax.

I am confident that Members and our association are well-positioned and aligned with what many now refer to as the "government in waiting." Our contributions to job creation and Canada's economic growth will be invaluable as CEMA works to shape public policy impacting Canada's future downstream energy policies.

As always, we are here to support you. If you have any questions, don't hesitate to reach out. We're always happy to hear from our Members.

Sincerely,

**Jennifer Stewart**  
President and CEO

**Canadian Energy Marketers Association**

# STAYING CONNECTED

CEMA CONNECTION  
2023 EVENTS, PODCASTS, WEBINARS

## SEASON 3, EPISODE 8 ROAD CHATS NOW AVAILABLE

In this episode of Road Chats, we talk to Jessica Friesen, CEO of Gales Gas Bars, about how her operations have changed since COVID began and how regulations are affecting retail operations, especially those doing business in the oil and gas sector.

Listen [here](#).

## ANNUAL GENERAL MEETING AND EASTERN MEMBERS MEETING

We hope to see many of you at CEMA's Annual General Meeting in Halifax on Wed., Oct. 11, 2023 at 4 p.m. in the Prince George Hotel's Windsor One Room. Following the AGM, you are invited to join the CEMA Board of Directors for a reception, speaker, private Members' dinner, and coffee and networking at the Gio restaurant, located in the Prince George Hotel. The reception begins at 5 p.m.

## CEMA ON SOCIAL MEDIA

Follow CEMA on [LinkedIn](#) and [Twitter](#) 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

### Opinion: Ottawa's new emissions plan — all economic pain, all politics, no gain

This fall the Trudeau government will propose new regulations that would impose new emission limits on the oil and gas sector — and not any other sector — to reduce emissions to 42 per cent less than 2019 levels.

If passed by Parliament, these new regulations will pile on top of the existing federal carbon tax and a host of other regulatory measures — and they will **come at a significant cost to Canadians** with no detectable environmental benefit, says the Fraser Institute.

### Regulator rules in favour of Trans Mountain route deviation

The Canada Energy Regulator **has approved Trans Mountain Corp.'s application** to modify the pipeline's route, a decision that could spare the government-owned pipeline project from an additional nine-month delay. The regulator made the ruling Sept. 25, just one week after hearing oral arguments from Trans Mountain and a B.C. First Nation that opposes the route change.

### Trans Mountain asks regulator to approve oil pipeline tolls despite shipper complaints

Trans Mountain Corp., the oil pipeline company owned by the Canadian government, **asked a regulator** on Sept. 14 to approve the proposed tolls it wants to charge shippers, who have said they are too high. In a filing to the Canada Energy Regulator, Trans Mountain also said the interim toll proposal would result in the pipeline operator absorbing two-thirds of the construction cost increases for its long-delayed expansion project.

## Opinion: Governments crazy for electric vehicles, but at what cost?

**Lorne Gunter writes** that consumer enthusiasm for EVs seems to be waning and outlines the long-term costs of the federal and Ontario subsidies given to Volkswagen and Stellantis to locate EV battery and vehicle production in Ontario. The Parliamentary Budget Office estimates the break-even timeline for production subsidies to be 20 years, “significantly longer than the governments’ estimated payback within five years.”

# PROVINCIAL & TERRITORIAL POLICY TRENDS

## WESTERN REGION

### **Alberta premier wants to unveil carbon capture storage tax credits at COP 28**

Alberta Premier Danielle Smith **said on Sept. 18** she wanted to announce the details of investment tax credits to support carbon capture and storage (CCS) projects at the COP 28 climate summit in Dubai at the end of this year. A number of the country’s largest energy producers have pinpointed CCS as key to cutting emissions without scaling back oil and gas output, but are reluctant to invest in the costly technology without public funding and have been awaiting details of the Alberta incentives.

### **The anti-Guilbeault: Alberta environment minister battles Ottawa’s ‘activist’ counterpart**

Sparring between Ottawa and Alberta on matters of energy isn’t news, but a flurry of edicts this summer by Steven Guilbeault, Canada’s minister of the environment and climate change, turned up the heat. Rebecca Schulz is the Alberta minister tasked with collaborating with Guilbeault, her federal counterpart. In this **special report**, Schulz talks about her approach to negotiating with someone she says is “completely out of touch with reality.”

### **Polls suggest slim majority of Albertans support oil and gas emissions cap**

Most Albertans would support some kind of

national cap on carbon emissions from the oil and gas sector, **two new polls suggest**. The polls come after Alberta Premier Danielle Smith warned Ottawa last month not to test the “resolve” of Albertans to oppose such measures. “[The results] conflict with the narrative that our current government is telling Albertans and Canadians that Albertans do not support this kind of action,” said Joe Vipond of the Canadian Association of Physicians for the Environment, which commissioned the polls.

## ONTARIO/QUEBEC REGION

### **Quebec to invest \$59M in charging stations, electrification of commercial transport**

The Quebec government **has tabled its strategy** for electric vehicle charging, with a specific section dedicated to medium- and heavy-duty commercial vehicles. The government plans to invest \$35 million to accelerate the introduction of public charging for commercial transport. The exact number of charging stations that will enable electric trucks to extend their range without having to return to their terminals has yet to be determined, but Quebec intends to deploy them along major highways.

## ATLANTIC REGION

### **Province doesn’t know where extra carbon charge on gas is going**

The New Brunswick government **has no idea** whether an extra six-to-seven-cent charge on a litre of gasoline is ending up where it’s supposed to go. Officials recently told the legislature’s public accounts committee that it’s impossible to determine who is ending up with revenue from the so-called “carbon cost adjustor,” slapped on the price of gas in July. It’s a mystery to them whether the adjustor ends up with retailers or refineries.

### **Atlantic Liberals slam Tories for opposing offshore wind legislation**

The Atlantic Liberal caucus is slamming the Conservative party for opposing new legislation that would extend the Atlantic accords to include renewable energy. The accords are two separate pieces of legislation first passed in the 1980s to establish a singular regulatory process for offshore oil and gas development in Newfoundland and

Labrador and Nova Scotia. **Labour Minister Seamus O'Regan says** the federal bill is just an evolution of energy development that will allow the provinces to take advantage of massive investment opportunities.

### **Atlantic Liberal MPs press Trudeau for rural carbon tax carve-out**

Atlantic Liberal MPs say they want an additional rural carve-out on the carbon tax to ease cost-of-living pressures specific to Canadians living outside of major urban centres. MP Ken McDonald said **many of his constituents feel abandoned by the federal government**. He brought their concerns to the attention of Prime Minister Justin Trudeau during the national Liberal caucus meetings. McDonald is pushing for a special policy for rural Canadians that would include carbon tax rebates higher than those the backstop program currently offers.

## **GLOBAL RESEARCH TRENDS**

### **Project aims to capture carbon dioxide for liquid fuels**

A Washington State University research team has received a U.S. Department of Energy grant to capture carbon dioxide from the air and mix it with hydrogen to create a carbon-negative liquid fuel. With the \$400,000, one-year grant, the research team will develop a plan that would **recycle carbon emissions** that contribute to climate change and convert them to a cost-competitive liquid fuel. They will also undertake a study showing how their fuel could cost less than \$800 a ton.

### **New chemistry leads to more robust carbon capture materials**

In a significant stride toward implementing scalable climate solutions, Lawrence Livermore National Laboratory **scientists have uncovered** how some carbon capture materials have improved lifetime compared to others. These materials are key in addressing greenhouse gas emissions and global warming concerns. Researchers have shed light on the mechanism that empowers these materials, extending their operational lifespan and effectiveness in capturing harmful carbon dioxide emissions.

### **U.S. Department of Energy awards \$18.6M to 8 biofuel, bioproduct feedstock projects**

The U.S. Department of Energy (DOE) Bioenergy Technologies Office **awarded \$18.6 million in funding** to eight university and industry projects to develop biomass feedstocks to produce affordable biofuels and bioproducts that reduce greenhouse gas emissions. "These critical investments represent DOE's commitment to tackling the most challenging clean energy problems," said Alejandro Moreno, Associate Principal Deputy Assistant Secretary for Energy Efficiency and Renewable Energy.





# 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 3, EPISODE 8

### Jessica Friesen

Owner and Operator,  
Gales Gas Bars and Bob's  
Fast & Fresh Convenience

[LISTEN NOW](#)



# ADVOCACY CORNER

Featured in the newsletter on a monthly basis, Advocacy Corner provides insight into federal and provincial political activity of importance to our Members. Read on to find out what decisions are being made, what's on the horizon, and what it all means for our sector.

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## House Party

With negative polls looming over them, Prime Minister Trudeau and his campaign cabinet are getting back to work with a rather significant to-do list before them as the fall sitting of Parliament begins. From housing and affordability measures to pharmacare and dental care, online news, and artificial intelligence, there are many issues for the government to get ahead of as it attempts to climb its way back into the good grace of Canadians.

The Conservatives, meanwhile, return to Parliament on a high that has been built by their leader Pierre Poilievre's relentless message discipline and commitment to making housing and affordability top-of-mind issues for voters. His ownership of these issues — and his rallying cries to 'axe the tax' and 'bring it home' — have forced the government into reacting to long-festered crises rather than advancing their political agenda.

With MPs now back in the House of Commons, parliamentary activity has picked up from where it left off. Notably for the energy sector, committees are back in full swing with studies on Canada's clean energy plans and clean technologies in Canada ongoing.

## A Crystal Ball?

At the time of writing, rumours abound that British Prime Minister Rishi Sunak is planning to

announce a rollback of his government's net-zero policies that impose a direct cost on consumers as his Conservative Party tries to solidify its position going into the next general election. The move could include delaying a ban on the sale of internal combustion engine vehicles.

Sunak has continued to promise that his government is committed to net zero and being a leader on climate change, but says that his government would reach net zero in a "better, more proportionate" way.

If that sounds familiar, it's because Pierre Poilievre and his predecessors (on some occasions) have tried to walk the delicate line of being seen to have a climate plan while limiting the costs to consumers.

Canadian Conservatives will likely be watching the public reaction to Sunak's promises to get a better sense of how their own climate policies might be received.

## **Axe the Tax**

Earlier this summer, the Atlantic provinces took their fight directly to Ottawa and Environment Minister Steven Guilbeault with a pitch to drop the carbon tax and delay the implementation of the Clean Fuel Regulations (CFR). The Atlantic's Fight the Federal Gas Hike campaign has urged residents to visit the campaign website and send letters to their Members of Parliament.

Ultimately the Atlantic provinces, each of which regulates the price of gasoline in their jurisdiction, implemented a variation of a carbon cost adjustor to pass on the costs of the CFR to consumers beginning in July 2023. In theory, such adjustors should support retailers in regulated markets given small marketing margins. Without a carbon cost adjustor added to the pricing formula, for example, refiners who are forced to purchase credits from the open market could pass those costs on to wholesalers and retailers who could ultimately be squeezed between regulated prices and CFR compliance.

The rub for consumers at this time is that there was

no regulatory reason for the price of gas to be increased across the region in 2023 on account of the CFR. Minister Guilbault pushed back against Atlantic premiers strongly throughout the summer, writing to energy regulators and noting publicly that refiners have until July 2024 to assess their options and avoid "high-cost compliance pathway[s]."

Fast forward to this month, and New Brunswick's government and Energy & Utilities Board have found themselves in hot water over the carbon cost adjustor in that province.

During a public accounts committee meeting, officials disclosed that it was impossible to know where the revenue generated from New Brunswick's 6-to-7-cent carbon cost adjustor was going — whether to the retailer, the wholesaler, or the refiner.

Worse yet for the government, officials confirmed that if it turns out the adjustor was too high or otherwise unnecessary as Guilbeault has claimed, there is no way to repay consumers who would have overpaid for fuel.

We'll be keeping our eye on this story across the Maritimes, as it has the makings of a government-defining controversy written all over it.



# 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 CAN SUSTAIN BRENT IN \\$80-\\$105 RANGE IN 2024](#)

Growing oil demand and extended supply cuts have pushed the market into a deficit and will allow OPEC to sustain Brent crude prices in a range between \$80 and \$105 per barrel next year, Goldman Sachs said on Sept. 20. The Wall Street investment bank also raised its year-ahead Brent forecast to \$100 a barrel from \$93 earlier.

### [AUTO INDUSTRY SLAMS BRITAIN'S PETROL CAR BAN DELAY AND CONFUSION](#)

Following weeks of speculation over the key net-zero pledge, Prime Minister Rishi Sunak said on Sept. 21 he would push back the ban by five years to 2035, with the aim of easing the financial burden on households. Carmakers said this would disrupt supply chains and slow the transition to greener cars.

### [THE WORLD IS STRUGGLING TO MAKE ENOUGH DIESEL](#)

The world's oil refiners are proving powerless to make enough diesel, opening a new inflationary front and depriving economies of a fuel that powers industry and transport alike. U.S. diesel prices jumped above \$140 on Sept. 14, and it could get worse.

### [HYDROGEN FUEL CELL VEHICLE MARKET IS GROWING AT A CAGR OF 45.6% DURING THE FORECAST YEAR](#)

The hydrogen fuel cell vehicle market is witnessing significant growth and innovation as it emerges as a promising solution for sustainable and zero-emission

transportation. One notable trend in the hydrogen fuel cell vehicle market is the development of fuel cell technology to address range anxiety and refueling infrastructure challenges.

### **BP STICKING WITH ENERGY TRANSITION STRATEGY, SAYS INTERIM CEO**

BP's interim CEO said on Sept. 13 the company won't be derailed from its energy transition strategy by former leader Bernard Looney's abrupt resignation amid misconduct allegations. BP scaled back its energy transition strategy earlier this year but is still the only oil major with plans to cut oil and gas output by 25 per cent by 2030.

### **OPEC SAYS IEA ESTIMATE OF PEAK FOSSIL FUEL DEMAND BY 2030 NOT 'FACT-BASED'**

The Organization of the Petroleum Exporting Countries (OPEC) said on Sept. 14 data-based forecasts do not support the International Energy Agency's projection that demand for fossil fuels will peak in 2030. In its statement, OPEC said what makes the projections "so dangerous" is they are often accompanied by calls to stop new oil and gas investments.

### **TOTAL LAUNCHES 'MASSIVE' GREEN HYDROGEN TENDER**

TotalEnergies has launched a "massive" tender to source up to 500,000 tons per year of green hydrogen to replace the carbon-intensive gray hydrogen that is currently used at its six oil refineries and two biorefineries in Europe. The company has set itself a target of producing one million tons/year of clean hydrogen and e-fuels by 2030.

### **QUANTRON TO BRING HYDROGEN FUEL CELL TRUCKS TO EUROPE, U.S.**

Quantron, a German provider of zero-emission commercial vehicle technologies, is rolling out an expanding range of fuel cell electric and battery-electric trucks in Europe and plans to bring a fuel cell-powered Class 8 tractor to the North American market next year.

## **UNITED STATES**

### **U.S. AUTO WORKERS LAUNCH 1ST SIMULTANEOUS STRIKE AT 3 MAJOR FACTORIES**

About 13,000 U.S. auto workers stopped making vehicles and went on strike Sept. 15 after their leaders couldn't bridge a giant gap between union

demands in contract talks and what Detroit's three automakers are willing to pay. The strikes will likely chart the future of the union and of America's homegrown auto industry.

### **HOW A STRIKE IMPERILS DETROIT'S DRIVE TO EVS**

The strike by the United Auto Workers against Detroit's automakers could determine whether the electric vehicles that Americans buy in coming years will come from the traditional and homegrown auto industry or from the startups and foreign brands that seek to unseat them.

### **HOUSE PASSES INTERNAL COMBUSTION ENGINE LEGISLATION**

Legislation aiming to block efforts designed to prevent the sale of internal combustion engines was in the U.S. House of Representatives Sept. 14. The bill is in response to California's recent efforts to "eliminate consumer choice."

### **ANALYSTS: DIESEL PRICE AUGURS CARRIER CASUALTY ACCELERATION**

Soaring diesel prices are likely to push more trucking companies out of business, especially smaller carriers, after casualties already spiked in the first two-thirds of the year, according to analysts. This according to Stifel Associate Vice President Bruce Chan.

### **CALIFORNIA SUES OIL GIANTS FOR DOWNPLAYING RISKS POSED BY FOSSIL FUELS**

The state of California has sued major oil companies including Exxon Mobil Corp., Shell PLC, and Chevron Corp., accusing them of playing down the risks posed by fossil fuels, the New York Times reported on Sept. 15. The lawsuit alleges the energy giants' actions have caused tens of billions of dollars in damage and accuses them of deceiving the public.

### **BIDEN EFFORT FOR CLEAN CARS FACES CRUCIAL TEST AS REPUBLICAN-LED CHALLENGES GO TO APPEALS COURT**

Efforts by the Biden administration to limit pollution from automobile tailpipes — a major source of planet-warming emissions — face a crucial test as legal challenges brought by Republican-led states head to a federal appeals court.

## CANADA

### UNDO LINE 5 SHUTDOWN ORDER, CANADA URGES U.S. APPEALS COURT

Shutting down Line 5 would cause Canada “grave harm” and violate its treaty rights, government lawyers argued Sept. 18 as the federal government rejoined the legal fray over the controversial cross-border oil and gas pipeline.

### TRANS MOUNTAIN PIPE EXPANSION TO DISRUPT OIL FLOW TO U.S., BOOST PRICES

The Trans Mountain oil pipeline expansion, which will nearly triple the flow of crude from Alberta to Canada’s Pacific Coast beginning early next year, will shake up North America’s supply by diverting barrels now mainly delivered to refiners and exporters in the U.S. Midwest and Gulf Coast.

### CANADIAN CARBON CAPTURE AND STORAGE PROPONENTS OPTIMISTIC ABOUT THE FUTURE

Since 2000, carbon capture and storage projects in Canada have sequestered more than 48 million tonnes of CO<sub>2</sub>, or the equivalent of taking more than 10 million cars off the road. Canada’s early leadership in the industry stems from early regulatory clarity and clear rules on pore space, the underground formations used to store captured carbon emissions.

### OIL COMPANIES CAN ONLY DECARBONIZE AS FAST AS THE REST OF THE ECONOMY: SHELL CANADA

The fossil fuel industry is increasingly under the microscope for its contribution to climate change, but the president of British oil giant Shell’s Canadian subsidiary says oil and gas companies can’t be held solely responsible for the pace of the global energy transition.

## WESTERN REGION

### WORLD PETROLEUM CONGRESS KICKS OFF IN CALGARY

As this year’s World Petroleum Congress began in Calgary Sept. 18, global oil executives were stuck between shareholders and climate promises. But Richard Masson, chair of the World Petroleum Council, says the desire to keep energy affordable and shareholders happy need not come at the expense of the environment.

### SAUDIS COME TO CALGARY WARNING OF THE CONSEQUENCES OF DITCHING OIL

As hundreds of oil and gas executives and government representatives descended on Calgary for the World Petroleum Congress, a delegation from Saudi Arabia was warning of the consequences of ditching oil and preaching the need for a more realistic energy transition and more investment in oil and gas.

### DANIELLE SMITH HAS EMBRACED THE ELECTRIC VEHICLE. NO, NOT THE EV YOU’RE THINKING OF

Danielle Smith believes in a bright future for zero-emission vehicles, of the sort that virtually no one uses in Alberta today. She proudly commuted to the Taste of Edmonton event in a hydrogen fuel cell electric vehicle and later told her call-in show audience she is confident that Alberta will embrace the hydrogen car.

### ENBRIDGE COULD ADD 200,000 BPD TO MAINLINE OIL PIPELINE CAPACITY

Enbridge Inc. could add 200,000 barrels per day (bpd) of capacity to its three million bpd Mainline system, which ships the bulk of Canada’s crude exports to the United States, a company executive said on Sept. 19. However, Enbridge would only look at proceeding with the expansion once the Trans Mountain Expansion project starts operating.

## PRAIRIE REGION

### WHY PRODUCING A BARREL OF OIL CAUSES HIGHER EMISSIONS IN SASKATCHEWAN COMPARED TO ALBERTA

Producing a barrel of oil in Saskatchewan causes much higher emissions compared to the rest of Western Canada, and the province’s emissions intensity is getting worse, according to data compiled by Enverus Intelligence Research.

### TRUCKING CONTINUES TO PLAY A VITAL ROLE IN SASK. ECONOMY

The Saskatchewan Trucking Association (STA) celebrated the impact of the industry in that province and the entire country during National Trucking Week from Sept. 3-9. Susan Ewart, the executive director of the STA, said Saskatchewan is a land-locked province without a port to move goods, so trucking becomes even more important.

## DROUGHTS AREN'T WITHERING OPTIMISM FOR FUTURE OF CANOLA IN SASKATCHEWAN

As Saskatchewan producers face another year of drought, some have devoted fewer acres to canola, opting instead for crops that may have lower input costs or better tolerate hot, dry conditions. However, most will continue planting a significant amount of canola, which has applications in making renewable biodiesel, in addition to various food products.

### ONTARIO / QUÉBEC REGION

## FORD WORKERS IN CANADA RATIFY AGREEMENT, SET PRECEDENT FOR OTHER AUTOMAKERS

The union that represents 5,600 workers at Ford Motor Co. of Canada confirmed Sept. 24 its members had ratified a three-year contract with the automaker, setting the pattern for upcoming talks with General Motors and Stellantis.

## CORN STOVER SUPPLY RATING AIDS SARNIA-AREA EFFORT TO ATTRACT BIOCHEMICAL PLANTS

Sarnia-Lambton, Ontario, has a new tool to help it convince biocompanies and investors the community is a good place to set up shop: an investment-grade Bioeconomy Development Opportunity Zone "A" rating for the supply of corn stover biomass available. The rating is expected to help attract biochemical companies looking to build manufacturing sites.

### ATLANTIC REGION

## EQUINOR 'MORE OPTIMISTIC' ABOUT BUILDING BAY DU NORD OFFSHORE OIL PROJECT

The head of Canadian operations for oil producer Equinor said on Sept. 19 he is more optimistic the Norwegian company will proceed with its Bay du Nord offshore project, four months after delaying the project for up to three years due to soaring costs.

## BEAR HEAD ENERGY AND ESKASONI TEAM UP ON GREEN HYDROGEN PROJECT

Bear Head Energy, Inc. and Eskasoni First Nation have signed a Memorandum of Understanding to develop a green hydrogen and ammonia production facility in Tui'knek/Point Tupper, Nova Scotia. The MOU states their commitment to pursuing economic opportunities while protecting the land and water.

### NORTHERN REGION

## WE LIKE OUR EV BECAUSE IT'S GREEN. BUT FOR ESCAPING WILDFIRES — MAYBE IT'S NOT THE BEST OPTION YET

Jamella Hagen was eager to drive and help her boyfriend break up the long journey from Vancouver back to Whitehorse in his newly purchased EV. He got it because of the changing climate. But they realized driving it through wildfires came with a unique set of challenges.

## GWICH'IN CELEBRATE CANCELLATION OF OIL EXPLORATION LEASES IN ALASKA'S ARCTIC REFUGE

For Gwich'in on both sides of the Canada-U.S. border it's a major victory, even if it isn't set in stone. The Biden administration on Sept. 20 announced it's cancelling seven oil exploration leases in the Arctic National Wildlife Refuge, an area that includes the breeding grounds of the Porcupine caribou herd.





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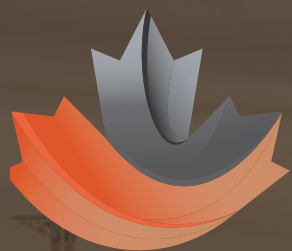
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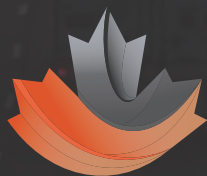




# CEMA

CANADIAN ENERGY MARKETERS ASSOCIATION

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If you want to feature your company's recent  
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